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Mr. Whisman's Am.
AMERICAN BRAVERY

DISPLAYED,

IN THE

CAPTURE OF FOURTEEN HUNDRED
VESSELS

OF

WAR AND COMMERCE,

SINCE THE DECLARATION OF WAR BY THE

PRESIDENT.

COMPILED FROM THE BEST AUTHORITIES.

BY JAMES BUTLER.

CARLISLE:

PRINTED BY GEORGE PHILLIPS.

(FOR THE AUTHOR.)

.....

1816.

B720
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DISTRICT OF PENNSYLVANIA, to wit:

***** BE IT REMEMBERED, that on the seventeenth
* L. S * day of January, in the fortieth year of the Independence of the U States of America, A. D 1816,
***** JAMES BUTLER, of the said District, hath deposited in this office the Title of a Book, the Right whereof he claims as Proprietor in the words following, to wit:

"American Bravery Displayed, in the capture of Fourteen Hundred Vessels of War and Commerce, since the Declaration of War by the President. Compiled from the best Authorities. By JAMES BUTLER."

In Conformity to the Act of the Congress of the U. States, intituled, "An Act for the Encouragement of Learning by securing the Copies of Maps, Charts, and Books, to the Authors and proprietors of such Copies, during the Times therein mentioned."—And also to the Act, entitled, "An Act supplementary to An Act, entitled, "An Act for the Encouragement of Learning, by securing the Copies of Maps, Charts, and Books, to the Authors and Proprietors of such Copies during the Times therein mentioned," and extending the Benefits thereof to the Arts of designing, engraving, and etching historical and other prints."

D CALDWELL,
Clerk of the District of Pennsylvania.

James M. Wilson
Wife and Son
March 1883

PREFACE.

NOTWITHSTANDING the boasted nautical skill and national prowess of G. Britain, in comparison with that of the United States, as being immensely superior in degree, we find that the difference, so far as any kind of equal trial has yet been made, is manifestly and decidedly in favor of the latter. The loss, in men, guns, and shipping, whenever opposition has been made,* has been uniformly greatest on the part of our inveterate foe, both at sea and on the lakes. In spite of the rascally Burnings, Rapes, Robberies and Murders, of that disgrace of human nature, Coekburn, and his myrmidons, the undisputed prowess, and enterprize of United America rise with redoubled vigor, in proportion to its pressure, and, with the blessings of heaven, on our honest endeavors, will ultimately prevail over treachery, brutality, and inhumanity. Were it not for the treachery of those ac-

* This remark is made because many of our unarmed vessels, Oyster boats, &c. have been captured by enemy war ships, without opposition.

cursed vermin, the spawn of the infernal murders of WYOMING, and their abettors, who supply the invaders of our land with provisions, information, comforts and encouragement of every kind, our coasts would long ago have been cleared of the plunderers of all nations. We trust, however, that the day of retribution will soon arrive, when the finger of justice shall point out the traitors, in town and country, when the cord and the executioner shall put an end to the infamous career of every internal enemy, and gibbets shall groan with the weight of the Tories of America!

To endeavor to remove the prejudices, yet remaining among us, a dreg of the "old leaven," of British notions, imbibed with the early attachments of our forefathers, in the renunciation of which (notwithstanding the multiplied and aggravated injuries and insults inflicted on us by that nation) we have moved very reluctantly—To set in a fair point of view the naval achievements of our country is the motive of publishing the following compilation. There is no room to doubt that the unprejudiced reader, on a careful perusal will find consolation in a conviction that the boasted difference between the nautical skill and bravery of G. Britain and

that of the United States is an *ignis fatuus* ; that no such difference appears, at present, to exist.

It will clearly appear, if experience, which is the universal criterion in every other case, does not fail us in this, that nothing but a vast superiority in men, ships and weight of metal, can afford our enemy, even an equality with the infant navy of America ; on the contrary, man for man, gun for gun, and ship for ship, when and wherever our seamen have come in contact with those of the enemy, the result has been glorious to the Navy of the United States. The damages sustained by the enemy, since the declaration of the present war, have been immensely greater, and those inflicted on their opponents proportionally less, considering the forces engaged, than ever took place between him and any or all of the powers with which he ever contended : which fact is conceded in both houses of the British parliament ! In the present contest he is reduced to shifts, notwithstanding his eleven hundred ships of war, which his ancestors would have burned with shame, but to have heard mentioned, witness the invention of Rizees ; stationing an ad-

ditional man to each gun when they expect to engage an American "*cock boat*," impressing prisoners from cartels to serve on board their ships of war, and many others of too dastardly a cast for description.—Give us an equal number of ships, men and weight of metal, and in twenty-four hours after meeting, within gunshot, the British navy will be exterminated.—

"And, like the baseless fabric of a vision,
Leave not a wreck behind!"

The invincibility of the British navy had, from want of due reflection, almost become proverbial, being tacitly acknowledged by all nations, our own not excepted; many of us, even at this day, will not relinquish this prejudice, but still urge it in the face of the most stubborn facts; so difficult is it to eradicate deeply rooted habits.

Whether the British navy (enormous and well appointed as it truly is) has attained to its present colossal magnitude by fair entry or enlistment, or by piracy and manstealing, is an enquiry not within the scope of this epitome; yet is it a subject not unworthy the notice of a nation like ours.

During a long series of years our lawful

commerce has been obstructed, and our flag insulted by the depredations of that piratical nation in the impressment of our seamen in every maritime part of the globe. At this present moment several thousands of this most valuable class of our citizens, are groaning out their lives, in the most ignominious slavery on board their cursed fleets ; lost to their nation—lost to their dearest connexions, and to all those comforts and privileges to which by nature and citizenship they are justly entitled. Of this fact we have the most ample proof, and it is fairly presumable that the number of those in a similar situation, of whom we have received no account, is at least equal to the former ; those pirates being in the habit of transferring seamen (especially those whom they have stolen) from one ship and station to another, so as to render it exceedingly difficult, if not impossible to inform their friends of their actual situations. Some hundreds of American seamen, American citizens, have been and are compelled, by the *mananinity* of British naval officers, and the torture, to man the guns of the inveterate enemies of

their country, and to discharge death among their fellow citizens, fathers, sons and brothers!

The foregoing, although, in general, capable of the plainest demonstration, cannot, at this time, possibly be reduced to certainty with respect to numbers; however allowing, which is far below the truth, that only one seaman has been stolen from each maritime nation in the world, for every ten American, by the British manstealers, the probability is that four fifths of the seamen in the British navy are foreigners to her. If these are facts, and no candid person will deny them, she has no ground to expect naval victories when any thing like equally matched. There is not a true American citizen to be found who will light a match or draw a trigger against the United States, but by irresistible force, and there is not a nation on earth which does not advocate the American side of the question in her present contest with Great Britain (herself excepted). It is an undeniable fact that Great Britain, nationally and individually (speaking generally) despises and ridicules every nation on the Globe, although she has been time immemorial in the uniform habit of

stealing their subjects, to fight her battles, and then of terming the victories so obtained *British Victory!* The veil, however, which for ages past has concealed their piracies and murders from the eyes of the civilized world, is at length withdrawn, and they stand revealed in their native colours of rapine and brutality. The valor and skill of Hull, Bainbridge, Jones, Decatur, Perry, Burrows, Chauncy and hosts of other American worthies, have torn the mask from the visage of the British corsair, and placed out of the reach of controversy, that American skill and prowess are second to none; that American citizens can measure swords with British subjects with advantage, the stolen aids and arrogant pretensions of the latter to the contrary notwithstanding.

For the general plan of arrangement in the following compilation no apology is intended to be offered, the facts themselves need none. The design was to present to the citizens of the United States, and others, a faithful narrative of the ardent and convulsive struggles of our infant marine force (To term it *navy* would be an abuse of language) in a most unequal

contest with the “*Mistress of the Ocean*,” “*Ruler of the waves*,” “*Commandress of the trident* ;” “*The wooden walls of Britain*,” *modern Babylon*, with her *eleven hundred ships of war*, pirates excluded, manned chiefly with the natives of, to her, foreign nations, inveigled, impressed, stolen and *naturalized*—by force.

—To exhibit to the view of astonished posterity the amazing, nay almost incredible exertions of their ancestors, in resisting the arrogant, and no less villainous depredations and murders of the most formidable naval power (in numbers, discipline and pecuniary resource) that ever unfurled a sail or explored the Antipodal seas.

“*The Weekly Register*,” of Baltimore, by *H. Niles* has been almost exclusively consulted on this occasion, as being the most faithful remembrancer in America, for authentic narration, pertinent remark, judicious selection and arrangements ; above all, the inflexible adhesion of the Editor to the true interests of his country, and defence of the imprescriptible rights of his fellow citizens, it stands unrivalled in the annals of printing.—That it is thus appreciated, its vast and increasing patronage,

which is co-extensive with the United States, clearly and incontestibly demonstrates, to which, it is but just to remark, the indefatigable assiduity of its able conductor in discharge of his Editorial duties justly entitled it.

Perhaps a few, very few, if any, repetitions may have inadvertently been admitted into the following list; but that there are many more omissions will be obvious to every person of observation, who will reflect on the impracticability of procuring accurate information of the shoals of *Tory* craft, which have fallen into the hands of our enterprising fishermen, and others, many, perhaps most of which have been destroyed immediately.

In all events, if the perusal of the following pages, should in any degree tend to the encouragement of that valuable class of American citizens, who have so bravely vindicated the honor of our nation, "wherever the sea rolls a wave," it will highly gratify the wishes of the

COMPILER.

Mifflin County, Pa.

Nov. 1815.



AMERICAN BRAVERY

DISPLAYED, &c.

1. Ship Concord, burthen 300 tons, mounting four guns, from St. Andrews, bound to old England, laden with timber, captured by the Fame of, and sent to Salem.
2. Brig Elbe, of 200 tons, from St. Andrews for old England, taken by the Fame and sent by her to Salem.
3. Brig Ulysses, from the West Indies for Halifax, captured by the Paul Jones, of New York, and sent to Norfolk.
4. Ship ——, from St. Andrews for London, laden with rice, flour, &c. captured by the Madison of, and sent to Salem.
5. Brig Hermione, laden with rice, flour and naval stores, taken by the Dolphin of, and sent to Salem.
- 6, 7. A brig and a schooner laden with timber, tar, &c. by the Dolphin of, and sent to Salem.

8. Ship ——, mounting fourteen guns, carried by boarding, and sent by the Madison of Salem, to Gloucester.

14. Six Ships and Brigs, among which were the Ships Emperor and Experiment, captured by the gun-boats at St. Mary's.

15. Schooner Wade, from New Providence for Amelia island, had specie on board, \$20,000, captured by the Revenue Cutter.

16. Government Transport, No. 50, from Halifax for St. John's, laden with military stores, carrying two guns and twelve men (who refused to fight;) vessel and cargo worth \$60,000, taken by the Madison of, and sent to Salem.

17. Brig Eliza; of six guns, captured, after a smart contest, by the said Madison mounting ONE gun, and sent on to Salem.

20. Three Nova Scotia Shallops, laden with English and West India goods, having on board several thousand dollars in specie; taken by the privateer of, and sent to Marblehead.

21. Brig ——, from Liverpool for St. John's carrying six guns, captured by the Lion and Snow-Bird of, and sent to Marblehead.

22. Sloop Endeavor, from Bermuda for Newfoundland, laden with sugar; captured by the Polly of, and sent to Salem.

23. Brig ——, from St. Andrews, for England, laden with flour, timber, &c. taken by the Madison of, and sent to Salem.

24. Ship ——, of 300 tons, laden with naval stores, captured by the Madison of Salem and sent into Cape Ann.

25. The Brig ——, of 300 tons, from Portsmouth, old England, with a cargo of gun powder, military stores and dry goods, bound to St. John's, captured by the Madison and sent into Cape Ann.

28. Three schooners, laden with provisions and naval stores, captured by the Jefferson of, and sent to Salem.

29. The Brig Wabisch, laden with timber, &c. captured by the Dolphin of, and sent to Salem.

30. Schooner Ann, taken by the Nonpareil, and sent to Charleston.

31. Schooner Pindar, from New Providence for Amelia, with specie on board, captured by the gun boats at St. Mary's.

32. The Ship Jarrett, mounting two guns, and manned by eighteen men, from Bristol (England) for St. Andrews, captured by the Fair Trader of, and sent to Salem.

The Jarrett's crew refused to fight, and four of her hands entered on board the Fair Trader.

35. Three Schooners laden with pork, wine, furs, cordage, &c; captured by the Fair Trader and sent to Salem.

36. Schooner ——, captured by the Dolphin of Salem, and after divesting her of \$1000 in specie, and a large assortment of valuable Beaver skins, &c was released.

37. The Ann Kelly, a Schooner, belonging to Halifax, with a cargo assorted, taken by the Dolphin of, and sent to Salem.

41. Four Schooners, laden with naval stores, captured by the Jefferson, and the Dolphin of, and sent to Salem.

42. Brig from St. Andrews for England, captured by the Dolphin of, and sent to Salem.

43. Schooner ——, laden with naval stores and lumber, captured by the Lion of, and sent to Marble-head.

44. Schooner ——, laden with sugar and indigo—captured by the Argus, of Boston, and sent to Portland.

45. Sloop ——, with twenty five hogsheads of sugar, captured by the Polly of, and sent to Salem.

46. Schooner Fanny, from St. Croix in ballast, valued at \$18,000, captured by the Dolphin of, and sent to Baltimore.

47. The ship Laguira, from Cadiz, captured and sent to New York.

49. Two schooners laden with naval and military stores—captured by the Buckskin of, and sent to Salem.

50. Brig Lamprey, from Jamaica to Halifax with a cargo of rum, captured by the United States frigate Essex, and sent to Baltimore.

51. A transport brig ——, with one hundred and ninety seven soldiers captured by the Frigate Essex, and after disarming the troops and vessels, taking an oath.

and a bill on London for \$14,000 passed a receipt, and the prize was dismissed.

52. Schooner Mary Ann, from Halifax for Quebec with military stores, captain Pearson a British officer was a passenger, taken by the Buckskin of, and sent to Salem.

53. The ship Mary from Bristol, England, for St. John's, mounting fourteen heavy guns, a very valuable vessel, having on board a considerable quantity of arms and ammunition taken by the Dolphin of, and sent to Salem.

54. Schooner ——, with a load of provisions, captured by the Fair Trader of Salem, and sent to Wiscasset.

55. Schooner Diligent, with fifty-five pipes of brandy, captured by the Polly of, and sent to Salem.

57. Two schooners with cargoes of provisions, pork, corn, &c. captured by the Snow-bird of, and sent to Salem.

58. Snow ——, mounting six heavy guns, with a large quantity of arms and ammunition from London to Amelia island, captured by the Revenue cutter James Madison, and sent to Savannah.

59. Schooner Jane, from the West Indies for Halifax—captured by the Dolphin of Salem, and sent to Marblehead.

60. The excellent ship Ann Green, of four hundred and thirty tons, mounting eight twelve pounders and two long sixes, from Jamaica for Greenock, with a

cargo of rum, &c. valued at \$50,000, captured by the Gossamer of, and sent to Boston.

61. Barque St. Andrews, mounting eight guns, captured by the Rapid of Boston, and sent to Portland.

62. Brig Shamrock, of three hundred tons, six heavy guns, and manned by sixteen men, captured by the Revenue Cutter Madison, and sent to Savannah.

63. Schooner Sally, captured by the Teaser of New York, and given up for the disposal of the prisoners ; several of the crews of the several prizes entered, swearing to defend the American Flag.

64. Schooner Nelson, laden with oil, furs, fish, &c. captured by the Buckskin of, and sent to Salem.

65. Schooner ——, captured by the Fame of Salem, and sent to Machias.

66. Schooner three Brothers, captured by the Wiley Reynard of, and sent to Boston.

67. Barque ——, captured by the Catharine of Boston, and sent to Portland.

68. Brig ——, in ballast, captured by the Polly of Salem, ransomed, after taking out a few bales of dry goods.

69. Ship Henry, from St. Croix for London, vessel of the first class, new, coppered and completely furnished ; burthen four hundred tons, ten heavy guns, laden with seven hundred hogsheads of sugar, thirteen pipes of old wine, &c. valued at from 150 to \$170,000, captured by the Comet of, and sent to Baltimore.

 Taken in fifteen minutes fighting.

70. Schooner Alfred, from Bermuda for New Providence, with an assorted cargo, captured by the Spencer of Philadelphia, and sent to Baltimore.

71. Schooner Eliza, of Halifax, for Jamaica—captured by the Polly of, and sent to Salem.

72. Brig Lady Sherbroke, two hundred and fifty tons burthen, mounting four six pounders, laden with fish and lumber—captured by the Marengo, and sent to New York.

73. Brig Elizabeth and Esther, from St. John's for Bermuda, with a cargo of fish, pork and some dry goods—captured by the governor M'Kean of, and sent to Philadelphia.

74. The ship Boyd, from New Providence for Liverpool, carrying ten heavy guns, laden with cotton, logwood and coffee; captured, after a running fight of an hour and a half, none killed on either side, by the Globe of Baltimore, and sent to Philadelphia.

75. Brig Ranger, from Cape Henry for London, carrying six guns, laden with coffee, cotton and logwood, captured after an engagement of an hour and thirty minutes, in which the British captain was mortally wounded, by the Matilda of, and sent to Philadelphia.

76. Schooner Polly, captured by the Wiley Reynard of, and sent to Boston.

79. A Ship and two Brigs sent to Wiscasset.

80. Sloop Mary Ann, laden with three thousand bushels of salt, taken by the Paul Jones of New York, and sent to Philadelphia.

81. The ship Hassan, from London for Havanna, carrying fourteen guns and twenty men, laden with wines, dry goods, &c. captured after an engagement of only thirty minutes, with the loss of her captain killed and a boy wounded, by the Paul Jones, then of three guns. The guns of the prize were transferred to the privateer, and the vessel, worth \$200,000 sent to Savannah.

82. Brig Harmony, from Greenock for Quebec, a capital vessel, 250 tons burthen, carrying four heavy guns, laden with a cargo of dry goods, &c. captured by the Yankee of Bristol, Rhode Island, and sent to New York.

83. Brig ——, captured by the Yankee and given up for the purpose of disposing of the prisoners.

84. The ship Braganza, from Port au Prince for London, mounting twelve guns, burthen 400 tons, deeply laden with coffee and logwood, captured in fifty-five minutes of a running fight, by the Tom of, and sent to Baltimore.

85. Brig Peter Waldo, from New Castle, England, for Halifax with a full cargo of British manufactures, clearing for the captors \$100,000, captured by the Teazer of New York and sent to Portland.

86. Schooner Ann, from the city of St. Domingo for Guernsey, mounting four guns, and laden with logwood and mahogany; captured by the Globe of, and sent to Baltimore.

87. The ship Prince Adolphus, from Martinico for Falmouth, England, mounting eight guns, with thirty-

six men, among whom were the governor, collector and postmaster of Demarara, captured by the Governor M'Kean of and sent to Philadelphia.

88. Ship ——, from London to Halifax, laden with dry good, glass, crates and ironmongery, worth \$ 150,000 captured by the Teazer of New York and sent to Portland.

89. Schooner Harriet, from New Providence for Havannah, with \$ 8000 in specie, captured by the High Flyer of, and sent to Baltimore.

90. Brig Ceres, a very valuable vessel captured by the John of, and sent to Salem.

91. A Brig laden with timber, captured by a Salem privateer, recaptured by the English, re-re-captured by a Lynn privateer and sent to Gloucester.

92. Brig William, from Bristol (England) for St. John's with a cargo of coal, butter and sundries—captured by the Rossie, Commodore Barney, of Baltimore, and sent to Boston.

99. One ship, five Brigs and a schooner, all laden with fish and timber captured by the Rossie and burnt.

101. One Brig and a schooner, captured by the Rossie, and sent to Newfoundland, with the crews of the above mentioned vessels to the number of one hundred and eight, on parole and receipt for exchange. Commodore Barney sent also to admiral Sawyer his compliments, desiring that the poor fellows might be fairly treated and promising a larger supply very soon.

102. Schooner Industry, from Newfoundland for

St. John's—captured by the Benjamin Franklin of, and sent to New York.

103. Schooner Perseverance, from St. Augustine for Nassau, in ballast—captured by the Nonsuch of Baltimore, and sent to Charleston.

104. Ship Sir Simon Clark, mounting sixteen guns, and manned by thirty-nine men, from Jamaica, for Leith, laden with coffee, rum, sugar, &c. worth from 100 to \$ 150,000—captured by the Globe of Baltimore, and sent to Norfolk. She was gallantly carried by boarding after a smart fire of a few minutes. The loss of the enemy was four men killed, with the captain and three others wounded. The second lieutenant and drummer of the Globe were killed, and one man wounded.

105. Brig Honduras Packet, carrying two guns and twelve men, with a valuable cargo of sugar, rum and dry goods, from Jamaica for the city of St. Domingo, captured by the Mary-Ann of, and sent to Charleston.

106. Brig Amelia, ten guns, manned by seventeen men, with a valuable cargo of wine, castile soap, oil, &c. from Malta for Hayanna—captured by the Mary-Ann of, and sent to Charleston.

 The Mary-Ann carries one gun and fifty men.

107. The schooner Mary from Gonaives for Jamaica, cargo cotton—captured by the Mary-Ann—Burnt.

108. The schooner ——, (armed) after a smart brush, taken by the Mary-Ann, and released in order to get rid of a number of prisoners.

109. Schooner Union, from Jamaica for Quebec, with one hundred and forty six puncheons of Rum; vessel and cargo worth \$ 30,000—captured by the John of, and sent to Salem.

110. Brig Elizabeth, from Gibraltar, for Quebec, burthen 300 tons, in ballast, mounting four guns, manned by twelve men; captured by the John of, and sent to Salem.

113 Three brigs laden with lumber, captured by the John and released.

115. A schooner and a sloop from St. John's for Halifax, laden with lumber, captured by the Orlando of, and sent to Gloucester.

116. Brig general Blake (under Spanish colours) said to have British papers—captured by the Revenue cutter Gallatin and sent into Charleston.

117. Brig ——, from Jamaica for Halifax, captured by the Bunker's Hill of New York, and sent to Charleston.

118. Brig James, captured by the Bunker's Hill, and sent to Falmouth.

119. Ship Appollo, mounting eight guns, burthen 400 tons, captured by the John of, and sent to Salem.

120. The ship Royal Bounty, ten guns, burthen 700 tons, captured by the Yankee of Bristol, Rhode Island, after a smart action of twenty minutes, in which the captain, the two mates and two seamen of the Royal Bounty were wounded and a boy killed; two men were killed on board the Yankee. The vessel being old was destroyed.

121. Brig Mary, from Scotland for Newfoundland, captured by the Yankee, and released, to dispose of her prisoners, forty-seven in number.

122. The schooner Venus, laden with one hundred and nineteen puncheons of rum, sugar, fruits, &c. captured by the Teazer of New York, and sent into Portland.

123. Ship Osborne, mounting ten eighteen pound guns, and manned by twenty-six men, burthen 300 tons, from Gibraltar, for St. Andrews, in ballast: taken by the Teazer, and sent also to Portland.

☞ It was confidently asserted that the governor of Nova Scotia offered \$ 30,000 for the TEAZER. This privateer carried only two guns, and, at the time she captured the Osborne, had not thirty men.

124. Brig Eliza, from Jamaica bound to Halifax, laden with rum and sugar, captured by the Marengo of, and sent to New York.

125. Brig Richard, burthen 300 tons, laden with timber—captured by the Industry of Lynn, and sent to Marblehead.

126. The Brig Nancy, with a full cargo of provisions—captured by the Fair Trader of, and sent to Salem.

127. Brig —— from Quebec bound for the West Indies with a cargo of flour—captured by the Bunker's Hill and sent to New York.

128 Schooner ——, sent to Providence, Me. by the Leander of Providence, Rhode Island.

~~✓~~ This is the little privateer which certain persons at that place sunk, in order to prevent *such disasters.*

129. Brig Leonidas, of fourteen guns, a first rate vessel from Jamaica to Belfast, laden with about two hundred and 30 hogsheads of sugar, seventy-five puncheons of rum, coffee, pimento, &c. captured by the Mars of Norfolk—The brig was carried by boarding, after a short resistance, in which she had one man wounded: she was sent to Savannah.

130. Schooner Skylark, from Quebec bound for Martinique, laden with provisions—captured by the Bunker Hill of, and sent to New York.

131. Brig Lady Prevost, from Halifax bound to Jamaica—captured by the Marengo of, and sent to New York.

132. Brig Friends, captured by the Benjamin Franklin of New York, and sent a prize to Boston.

133. Brig Mary, from Pictou, bound for England—captured by the above and sent to Boston.

134. The ship Jenny, mounting twelve guns and manned with eighteen men, from Liverpool, bound for St. John's, laden with salt—captured by the Rossie of Baltimore, and sent a prize to Salem.

135. Ship John, of Lancaster, mounting sixteen guns, manned by thirty men, from London to Martinique; captured by some of commodore Rogers's squadron; and sent to Philadelphia.

136. Schooner — —, of 170 tons, from Point Petre, bound for Halifax, a very valuable and fast sail,

ing vessel, laden with sugar and rum—captured by the Teazer of New-York, and sent to Portland.

137. Ship **Grenada**, mounting eleven guns, and manned by thirty men, 700 tons burthen, laden with seven hundred hogsheads of sugar, and great quantities of coffee and cotton; from Point Petre, Guadalupe, bound for London—captured by the **Young Eagle** of New-York, and by her sent to Charleston.

138. Schooner **Shaddock**, also armed, from Antigua, bound for Liverpool, laden with molasses; this schooner was in company and taken with the **Grenada**, and also accompanied her to Charleston.

☞ The **Eagle** carries but one gun and forty-two men. She engaged the **Grenada** and **Shaddock** at the same time, and in one hour and thirty minutes captured them both. The captain of the **Shaddock** was killed and two of his men wounded; on board the **Grenada** were three men wounded.—No person hurt on board the privateer.

139. Barque **Diana**, with a valuable cargo of rum, sugar, &c. worth \$100,000—captured by the **High Flyer** of Baltimore, and sent to Savannah.

140. The brig **Roe Buck**, from **Grenada** for **Jersey**, captured by the **Rosamond** of New-York, and sent to **Norfolk**.

☞ The **Roe Buck** is a very valuable vessel formerly belonging to the United States, but *peaceably* captured under the orders in council.

141. The ship **GURRIERE**, captain **Dacres**, mounting forty-nine guns and three hundred and two men,

captured by the United States frigate Constitution, after a very short action, in which the Englishman was so terribly mauled, having also lost his three masts, as to render it impossible to get him into port. The Yankees burnt him !

[See the official account.]

United States frigate Constitution, off Boston Light,
August 30, 1812.

Sir—I have the honor to inform you that on the 19th instant, at 2 P. M. being in lat. 41, 41, and long. 55, 48, with the Constitution under my command, a sail was discovered from the mast-head, bearing E. by S. or E. S. E. but at such a distance we could not tell what she was.

All sail was instantly made in chase, and soon found we came up with her. At 3 P. M. could plainly see that she was a ship on the starboard tack under easy sail, close on a wind—At half past 3 P. M. made her out to be a frigate—continued the chase until we were within about 3 miles, when I ordered the light sails taken in, the courses hauled up and the ship cleared for action.—At this time the chase had backed her main-top sail, waiting for us to come down. As soon as the Constitution was ready for action, I bore down with an intention to bring him to close action immediately; but on our coming within gun shot, she gave us a broadside and filled away, and wore, giving us a broadside on the other tack, but without effect, her shot falling short. She continued wearing and manoeuvring for about three quarters of an hour, to get a raking po-

sition—but finding she could not, she bore up and run under her topsails and gib, with the wind on the quarter. I immediately made sail to bring the ship up with her, and 5 minutes before 6 P. M. being alongside within half pistol shot, we commenced a heavy fire from all our guns, double shotted, with round and grape, and so well directed were they, and so warmly kept up, that in 16 minutes his mizen-mast went by the board, and his main-yard in the slings, and the hull, rigging and sails very much torn to pieces. The fire was kept up with equal warmth for 15 minutes longer, when his main-mast and fore-mast went, taking with them every spar, excepting the bowsprit; on seeing this we ceased firing, so that in thirty minutes after we got fairly alongside the enemy, she surrendered, and had not a spar standing, and her hull below and above water so shattered, that a few more broadsides must have carried her down.

After informing that so fine a ship as the *Gurriere*, commanded by an able and experienced officer, had been totally dismasted and otherwise cut to pieces, so as to make her not worth towing into port, in the short space of 30 minutes, you can have no doubt of the gallantry of the officers and ship's company I have the honor to command. It only remains, therefore, for me to assure you, that they all fought with great bravery; and it gives me great pleasure to say, that from the smallest boy in the ship, to the oldest seaman, not a look of fear was seen. They all went into action giv-

ing three cheers, and requesting to be laid close alongside the enemy.

Enclosed I have the honor of sending you a list of the killed and wounded on board the Constitution, and a report of the damages she sustained—also, a list of the killed and wounded on board the enemy, with his quarter bill.

I have the honor to be,
with very great respect,
sir, your obedient servant,

ISAAC HULL.

The Hon. PAUL HAMILTON, &c. &c.

Return of killed and wounded on board the United States frigate Constitution, Isaac Hull, Esq. captain, in the action with H. B. M. S. Gurriere, F. R. Dacres, Esq. captain, on the 20th day of August, 1812.

KILLED.

William S. Bush, 1st lieutenant of marines; Jacob Sago, seaman; Robert Brice, do.; John Brown, do.; James Read, do.; Caleb Smith, do.; James Ashford.

WOUNDED.

Charles Morris, 1st lieutenant, dangerously; John C. Aylwin, master, slightly; Richard Dunn, seaman, dangerously; George Reynolds, ordinary seaman, dangerously; Daniel Lewis, do. dangerously; Owen Taylor, do. do.; Francis Mullen, marine, slightly.

RECAPITULATION.

Killed.—One lieutenant of marines, and six seamen.
—Total killed, 7.

Wounded.—Two officers, four seamen and one marine.—Total wounded, 7.

List of the killed and wounded on board the Gurriere.

WOUNDED.

James A. Dacres, captain; Bartholomew Kent, lieutenant; Robert Scott, master; Samuel Grant, master's mate; James Enslie, midshipman; John Little, seaman; James Miller, ordinary seaman; Henry Verderie, do.; Hugh M'Kinley, do.; James Morris, seaman; Thomas Harrington, armourer; William Mee, armourer's mate; Peter Stemsted, ordinary seaman; Peter Peterson, do.; Ralph Williams, do.; Henry Holt, do.; William Somers, do.; William Millington, do.; Pat. Murphy, quarter gunner; J. Cromwell, quarter master; Matt. Reardon, ordinary seaman; John Campbell, do.; John Southgate, do.; Henry Dent, do.; Stephen Kelly, boy; John O'Hare, ordinary seaman; Philip Dwyer, do.; J. Smith, 3d seaman; K. M'Donald, do.; Alex. Ferguson, ordinary seaman; George Meathers, seaman; James Crooker; David Lewis, ordinary seaman; John Hibbs, do.; Joseph Lushwood, do.; Robert Taylor, do.; George Reed, seaman; Wm. Jones, ordinary seaman; D. M'Mechen, carpenter's crew; William Cooper, seaman; Lawrence Norman, do.; G. Emmerson, sailmaker; John Jameson, seaman; William Hall, do.; John Bruntlot, do.; J. Sholler, boatswain's mate; R. Bailly, 1st do.; J. Copland, seaman; Samuel Miller, do.; Roger Spry, marine; John Fiske, do.; Melchis Archer, do.; John Goss, do.; Edward Daking, do.; William Cooper, do.; Samuel Long, do.; Thomas Chambers, do.; Joseph Fountain,

do.; William Ryan, do.; Thomas Couther, do.; John Robson, do.; William Jones, do.

KILLED.

H. Ready, 2d lieutenant; J. Smith, 2d gunner's mate; G. Griffiths, quarter gunner; J. Tuck, ordinary seaman; Wm. Baker, do; Alexander Cowie, seaman; Richard Chusman, landsman; William White, seaman; Henry Brown, ordinary seaman; Robert Rogers, seaman; John Peterson, do.; William Brown, 2d do.; J. A. Fox, serg't. of marines; J. Woodcock, marine; T. Pratt, do.

MISSING.

James Johnson, Moses Vingen, Benjamin Hin-worth, James Greenwood, Wm. Cole, James Johnson, 3d. corporal Webb marine, John Griswell, J. McGill, James Batterwitch, Wm. Raysdon, Wm. Hammock, Robert Mittwoft, A. Joaquin, John Jacobs, lieutenant, James Pullman, Mr. Garton, John Newman, Robert Winn, James Guy, Robert Scott, lieutenant Roberts, John Flavitt, John Hosey.

142. Brig Lady Warren, from St. John's, taken by the frigate Constitution and burnt.

143. Brig Abona, from Nova Scotia, bound for Newcastle, England, captured by the frigate Constitution and burnt.

144. Barque Harriet of Liverpool, from Maramachi, captured by the frigate Constitution and burnt.

145. Brig Duchess of Portland, from Newcastle, for Pictou, taken by some of commodore Rogers's squadron and burnt.

146. Brig Traveller, from Quebec for Newcastle, laden with spars, captured by the frigate Constitution and burnt.

147. Brig ——, from Boco Coro, with \$10,000. in specie, &c. captured by Com. Rogers, the cash being taken out she was ordered for the first port.

148. Brig Henry, from Gibraltar—captured by the Yankee of Bristol, and sent to Newport.

149. Ship Hopewell, mounting fourteen guns, manned by twenty-five men, burthen 400 tons; laden with seven hundred and ten hogsheads of sugar, fifty-four hogsheads of molasses, one hundred and eleven bales of cotton, two hundred and sixty bags and casks of coffee and cocoa; she was captured, after an obstinate engagement, in which she had one killed and six wounded, by the Comet of, and sent to Baltimore.

 The Hopewell sailed from Surinam in company with five other ships, from which she parted with but two days before—the Comet went in search of them, every sail set. Her late captain bears the most honorable testimony of the bravery of the Comet's crew.

150. Brig Hazard, from Newcastle, for Newfoundland, in ballast, burthen 238 tons, carrying six twelve pounders, an excellent vessel, first captured by the Dolphin of Salem, recaptured by the Aeolus frigate, but finally secured, and sent, by the United States ship Wasp, to the port of Boston.

151. Schooner Forebe and Phebe, captured by the Squando of, and sent to Portsmouth, N. H.

152. Brig Thetis, taken by the Yankee and burnt.

153. Brig Alfred, taken by the Yankee and burnt.

154. Brig Antelope, captured by the **Dolphin** of, and sent to Salem.

155. Ship **Kitty**, captured by the **Rossie** of Baltimore, and sent to an Eastern port.

156. Schooner **Spunk**, captured by the **Fair Trader** of Salem, and sent to do.

157. Schooner **Providence**, captured by the **Wiley Reynard** of New York.

158. Ship **Guayana**, mounting eight guns, burthen 300 tons, from Liverpool for New York, laden with salt, crates, &c. captured by the **Dromo** of Boston, sent to Salem.

159. Barque **Duke of Savoy**, mounting eight guns, captured by the **Decatur** of Newbury Port, and sent to Salem.

☞ The **Decatur** having thrown her guns overboard on being before chased by the **Constitution**, re-armed herself from the prize.

160. Ship **Pursuit**, laden with six hundred hogsheads of sugar, captured by the privateer **Atlas** of, and sent to Philadelphia.

161. Ship **Evergreen**, captured by the **Dolphin** of, and sent to Salem.

162. Brig **New Liverpool**, mounting four guns, from Minorca for Quebec, with a full cargo of wine, taken by the **Yankee** of Bristol, Rhode Island, and sent to New York.

163. Ship **Mary-Ann**, from Jamaica, for London, a very valuable vessel, carrying twelve guns, and manned by eighteen men, deeply laden with sugar; captured

by the High Flyer of Baltimore, and sent to Charleston.

From the log book of the schooner High Flyer, of Baltimore.

On the 26th of July, off the double headed shot keys; at half past 4 P. M. discovered a sail standing N. and W. gave chase; at 7 P. M. came up with and boarded the British schooner Harriett, in ballast, from New Providence bound to Havanna, carried three black men and one boy, two gentlemen and one lady passengers—put on board Capt. Taylor as prize master, and ordered her for the first port in the United States. The next day the captain of the Harriet informed captain Gavet that there was money concealed on board—we boarded her and found \$8000 in specie—next day stood through the gulf. On the 19th of August, lat. 9, 22, at 6 A. M. discovered a fleet bearing S. S. W. distant two leagues; wore ship and made sail, endeavouring to get to windward, for the purpose of reconnoitring them—next day at half past 1, P. M. the frigate from the fleet gave chase to us, steering various courses—at 5, P. M. dropped him, still pursuing the fleet—at 6, saw the fleet bearing N. the next day (21st) at 5 P. M. wind moderate, brought to and boarded British ship Diana, Harvey, one of the Jamaica fleet, bound to Bristol, burthen 353 tons, laden with sugar, rum, coffee, &c. received her crew on board, and sent a prize master and ten men on board, and ordered her for the first port in the United States. At the same time, two other sail in sight; at 6 A. M. bore down on them, fired 3 or 4 shot at them, which

were returned by both ships—22d, at P. M. engaged the two ships at half gun shot, and after firing on them upwards of 60 shot, breeze blowing fresh, not thinking it safe to board them, at 4 P. M. hauled off—next day at 4 P. M. wind moderating, bore down and engaged the sternmost ship, called the Jamaica, of Liverpool, captain Neill, of seven guns, twenty-one men, 365 tons, in company with the Mary and Ann, of London, captain Miller, mounting twelve guns, sixteen or eighteen men and 329 tons burthen; when within musket shot, we commenced a brisk fire from our great guns and musketry, which was returned with great courage and resolution from both ships—the engagement lasted twenty minutes, when we boarded and carried the Jamaica, the Mary and Ann striking her colors at the same time. It is with pleasure we state that every man and officer acted with great courage and coolness, but we are sorry to announce that captain Gavett was unfortunately wounded about the middle of the engagement by a musket ball which passed through his left arm; also one ordinary seaman slightly wounded in the cheek. The High Flyer received several shot in her sails, gib and flying gib-stay shot away and her foremast wounded. Manned both ships; put Mr. Brown (prize master) and eight men on board the Mary and Ann, and Mr. Grant and fourteen men on board the Jamaica, and ordered them for the first port in the United States. Both ships richly laden with sugar, coffee, rum, logwood, &c.

several of their seamen were wounded but none killed.

☞ The prizes all arrived safely.

164. Ship Elizabeth, ten guns, twelve pounders, laden with three hundred and twenty-three hogsheads of sugar, some tierces and barrels of ditto, with a quantity of coffee, ginger, &c. she was from Jamaica for England, was captured by the Sarah Ann of Baltimore, after a smart action, in which four men were wounded on board the ship and two on board the privateer—arrived at Charleston.

165. Schooner James, from Porto Rico for Martinique, in ballast, captured by the Dolphin of, and sent to Baltimore.

166. Brig Pursuit, from Poole for St. Andrews captured by the privateer and sent to Portland.

167. Brig Tay, from Dundee for Pictou, captured by ditto and sent to Portland.

168. Ship Britannia, mounting six guns, 350 tons, a new vessel in ballast, from Portsmouth, England, for Halifax, captured by the Thrasher privateer.

169. Brig Howe, mounting six guns, in ballast, from Penzance for Pictou, captured by the Dart of, and sent to Portland.

170. Brig Elizabeth, of Liverpool, from Jamaica, homeward bound, burthen 365 tons, mounting seven guns, and manned by twenty-one men, richly laden with sugar and other West Indian produce, captured by the High Flyer of, and sent to Baltimore.

172. Brig Alert, a sloop of war of twenty guns, captured by the Essex frigate.

☞ See the official account.

At sea, August 17th, 1812.

SIR—I have the honor to inform you that on the 13th, his Britannic majesty's sloop of war Alert, captain T. L. P. Laugharne, ran down on our weather quarter, gave three cheers and commenced an action (if so trifling a skirmish deserves the name) and after eight minutes firing, struck her colours, with seven feet water in her hold, much cut to pieces, and three men wounded.

I need not inform you that the officers and crew of the Essex behaved, as I trust all Americans will, in such cases, and it is only to be regretted that so much zeal and activity could not have been displayed on an occasion that would have done them more honor. The Essex has not received the slightest injury.

The Alert was out for the purpose of taking the Hornet !

I have the honor to be,
with great respect,
your obedient servant.

(Signed)

D. PORTER.

Hon. PAUL HAMILTON,

Secretary of the navy, Washington.

At sea, August 20th, 1812.

SIR—Finding myself much embarrassed by the Alert, from the great number of prisoners we have already made (about 500) I concluded that before our arrival in America the number would be considerably augmented, and as I found my provisions and water

D

getting short, and being well satisfied that a plan had been organized by them for rising on the ship in the event of an engagement; I considered it to be the interest of my country to get clear of them as speedily as possible, particularly as I was well assured that immediately on their arrival at St. John's, an equal number of my countrymen would be released and find a sure and immediate conveyance. I therefore, drew up written stipulations corresponding with the accompanying letters; threw all the guns of the Alert overboard; withdrew from her all the men belonging to the Essex; appointed lieutenant J. P. Wilmer to command her as a cartel, put all my provisions on board her, and dispatched her for St John's, in Newfoundland, with orders to proceed from thence to New York, with such Americans as he may receive in exchange.

At a more suitable opportunity I shall do myself the honor to lay before you copies of every paper relative to this transaction, and sincerely hope that my conduct in this affair may meet with your approbation.

As the Essex has been so annoying, about Bermuda, Nova-Scotia and Newfoundland, I expect I shall have to run the gauntlet through their cruisers; you may, however, rest assured, that all a ship of her size can do shall be done, and whatever may be our fate, our country shall never blush for us.

I have the honor, &c.

(Signed)

D. PORTER.

Hon. PAUL HAMILTON,

Secretary of the navy, Washington.

[The following are papers accompanying the preceding, viz. captain Porter's two letters to captain Laugharne with his verbal and written answers to the first, the second is in answer to the letter of captain Laugharne.]

August 18th, 1812.

SIR—An arrangement has suggested itself to me, which, in my opinion, is calculated to advance the interest of the United States, as well as that of his Britannic majesty, and if acceded to by you shall be immediately put in execution: should you object to the terms, they will not, after this, be repeated, and the treatment, usual to prisoners of war, will in future be observed towards your crew.

Art. 1. The Alert to be deprived of all her armament, and to proceed under the charge of an officer of this ship, as a cartel to such British port as you may deem most advisable, and to take your officers and crew, together with the British captains, and mates of merchant vessels, with their crews, now prisoners on board this ship.

Art. 2. The officers to go on parole of honor, not to serve against the United States of America during the existing war, until regularly exchanged. The captains and mates of merchant vessels, and their crews, as well as the petty officers, seamen, marines, landsmen and boys, composing your crew, to be exchanged, immediately on their arrival in a British port, for an equal number, of equal grades, of American

prisoners, and not to serve against the United States until the exchange takes place.

Art. 3. The swords of the officers to be returned to them.

Art. 4. You to remain as a pledge for the faithful fulfilment of the foregoing articles.

I have the honor to be, &c.

(Signed)

D. PORTER.

Capt. T. L. P. LAUGHARNE, late commander of H.

B. Majesty's sloop of war Alert—Present.

After delivering the preceding letter to captain Laugharne, he verbally informed me "that his officers preferred remaining with him, and sharing his fate, and as he was confident some of his ships company were much prejudiced against him, he did not wish them to go to Newfoundland, until he could be present to appear in his own justification, before they could have an opportunity of injuring his honor and reputation as an officer, both of which he held as inestimable, and as a court martial could not take place in his absence." He then wrote me the following letter.

August 18th, 1812.

SIR—I have the honor to acknowledge the receipt of your letter of this day's date, offering an arrangement for the officers and crew of his majesty's late sloop Alert.

In answer thereto, I beg leave to inform you that I accept and agree to the first, second and third articles, but permit me to mention my objection to the last, as,

it seems by your requiring me to remain as an hostage for the performance of the preceding ones, to cast (though I am willing to believe unintentionally) an indirect suspicion on the faith of the British Government, so universally known for its fulfilment of every contract entered into by its public servants.

By your allowing me to accompany my ship's company and officers, I will pledge to you mine honor to see the articles of our release fully complied with, on arrival in a British port.

Should you object to this, my officers prefer remaining with me till we are regularly discharged.

I have the honor to be, &c.

(Signed) T. L. P. LAUGHARNE,

late commander of his H. M. sloop Alert.

Captain PORTER,

United States frigate Essex.

August 18th, 1812.

SIR—In reply to one paragraph in your letter in answer to the terms offered by me I shall observe that, having in two former instances permitted cartels to proceed to British ports without reserving hostages, I have sufficiently evinced that I entertained the highest confidence in the honor and faith of the British government as respects the fulfilment of compacts entered into by their officers; nor should I have proposed the last article in this instance were it not that I felt a necessity for holding some pledge as a justification of my conduct to my own government for the unlimited confidence I have reposed: For the reasons (however)

that you have stated, I am willing to yield that condition ; and you may consider yourself at liberty to proceed with your officers and crew, and on the same terms.

I have the honor to be, &c.

(Signed)

D. PORTER.

Captain T. L. P. LAUGHARNE,

late commander of his B. Majesty's sloop of war
Alert—Present.

173. Ship ——, from Jamaica, sent to Cape Ann.

174. Brig King George, from Liverpool, bound for Newfoundland, laden with salt, captured by the Essex frigate and sent to Boston.

175. Ship ——, fourteen guns, twenty-five men, burthen 450 tons, laden with four hundred and forty-nine hogsheads of sugar, one hundred and forty puncheons of rum, &c. captured by the Revenge privateer, and sent to Portland.

176. Brig Ocean, mounting seven guns, and manned by twenty-six men; from Jamaica, bound for Whitchaven, laden with rum and sugar; captured by the Saratoga of, and sent to New York.

177. Ship Esther, mounting twelve guns and manned by twenty-five men; a very valuable prize, captured by the Montgomery of Salem, and sent to Gloucester.

178. Schooner Venus, privateer built, with a valuable cargo from the West Indies; captured by the privateer Teazer, and sent to New York.

179. Ship Quebec, from Jamaica, sixteen guns, manned by fifty men, burthen 400 tons ; her cargo consisted of thirty-four hogsheads of sugar, fifty-nine puncheons of rum, six hundred and thirty-six bales of cotton, fifty-two tierces of coffee, five tons and one half of logwood, seventy-tons of Fustic, one ton ebony, a quantity of old copper, castor oil and spars. She is estimated at \$300,000, was captured by the Saratogo of, and sent to New York.

180. Ship Richmond, mounting fourteen guns, manned with twenty-five men, exclusive of officers, burthen 800 tons, deeply laden with West India produce, worth \$200,000—captured on her voyage from Jamaica for London, by the privateer Thomas, and sent to Portsmouth.

181. Ship Adonis, of Greenock, mounting twelve guns, and manned by twenty-five men, a valuable vessel, in ballast, from Newfoundland, bound to Nova Scotia captured by the privateer Montgomery, and sent to Salem.

182. Ship Falmouth, mounting fourteen guns and manned by thirty men, from Jamaica to Bristol, England, with a cargo valued at \$200,000, captured by the Thomas of, and sent to Portsmouth.

183. Brig Two Friends, captured by the Benjamin Franklin, and sent to Boston.

184. Snow Friends, mounting six guns, burthen 290 tons, laden with timber, &c. captured by the Dart privateer, and sent to Boston.

185. Brig William, captured by the Rossie of Baltimore, and sent to Boston.
186. Schooner Trial, taken by the Leander of Providence, and sent to Salem.
187. Schooner John and George, captured by the Regulator privateer, and sent to Boston.
188. Ship ——, laden principally with rum, captured by the Poor Sailor of Charleston, and sent to Wilmington (N. Carolina).
189. Brig ——, with a cargo of more than two hundred hogsheads of rum, captured by the Dart privateer, and sent to Portland.
190. Schooner Mary Ann, with a cargo of rum and coffee, captured by the privateer Black Joke, of New York, and sent to Norfolk.
191. Brig Hannah, from Oporto for Quebec, with rum and fruit, captured by the privateer Montgomery, and sent to Salem.
192. Schooner Mary, from Lisbon bound for Halifax, with specie, captured by the privateer Montgomery, and sent to Salem.
193. Brig ——, captured by the privateer Dart, and sent to Castine.
194. Brig Pomona, mounting two guns, captured by the Decatur, and sent as a cartel with prisoners to Halifax.
195. Brig Devonshire, laden with fish, captured by the Decatur, and in order to sell her cargo, sent to France.
196. Brig Concord, captured by the Decatur and burnt.

197. Brig Hope, captured by the Decatur, and sent with prisoners to Halifax.

198. Schooner Minorca, from Jamaica, bound for Cuba, captured by the Wasp of Baltimore, and sent to Savannah.

199. Barque William and Charlotte, captured by the Decatur, and sent to Baltimore.

200. Ship Mariana, from St. Croix, bound for London, 600 tons burthen, laden with sugar, &c. found deserted at sea, by the Governor M'Kean of Philadelphia, and towed to Norfolk.

201. Brig ——, laden with salt, captured by the privateer Teazer, and sent to Portland.

202. Brig ——, captured by a *Whaleboat* privateer, and brought into Portland.

☞ The Privateer rode triumphantly into port *on board the prize*.

203. Brig Isabella, 205 tons, one year old, laden with crockery ware, iron, &c. captured by the Teazer, and sent to Portland.

204. Ship ——, laden with timber, bound for England, captured by the Decatur, and sent to Marble-head.

205. Brig Diana, from London, captured by the Dart privateer, and sent to Portland.

206, 207, 208. Three vessels captured by the Decatur and burnt.

209. Ship John, mounting fourteen guns, manned by thirty-five men, 400 tons burthen, from Demarara, bound for Liverpool, laden with seven hundred and

forty-two bales of cotton, two hundred and thirty hogsheads of sugar, one hundred and five puncheons of rum, fifty casks and three hogsheads of coffee, with a large quantity of old copper and dye wood, estimated at one hundred and fifty, to \$200,000, captured by the Comet of, and sent a prize to Baltimore.

210. Ship **Commerce**, mounting fourteen guns, long nine pounders, from 400 to 500 tons burthen, from Demarara for London, very richly laden with sugar, rum, cotton and coffee, and as valuable as the **John**, above mentioned. She was captured by the **Decatur** of Newbury-Port, her captain and several of her crew slain by the first broadside from the **Decatur**, and sent to Portland.

211. Brig **Industry**, mounting ten guns, from Surinam, bound for London, with a valuable cargo of sugar, cotton, coffee, &c, captured by the **Comet** of, and sent to **Wilmington**, North Carolina.

☞ The **Comet** overhauled every vessel she chased during her cruise, and captured every British vessel she saw : yet she made but four prizes, they were however worth \$400,000, and all got safely into port.

212. Privateer Schooner **Frances**, of Nassau, New Providence, mounting four guns, manned by thirty men, a fine fast sailing vessel, captured by the **Dolphin** of, and sent to Baltimore.

213. Privateer ——, taken by the **Rapid** of **Charleston** and burnt.

214. Brig *Tor Abbey*, a very valuable vessel, captured by the privateer *Thresher*, and sent to Cape Ann.

215. Brig *Mary*, from St. John's for England, laden with timber, captured by the privateer *Benjamin Franklin*, and sent to Charleston.

216. Ship *Princess Amelia*, mounting eight guns, nine pounders and manned with thirty men, from the Leeward islands for England, carrying the September mail, and several passengers, captured after a very obstinate and gallant defence, by the *Rossie* of Baltimore, and sent to Savannah.

The captain of the *Packet* and one man killed and seven wounded; and on board the *Rossie*, the first officer and seven men wounded. The passengers in the *packet* spoke in the most handsome terms, of the polite treatment they experienced from commodore *Barney*.

217. Schooner ——, laden with sugar, flour, &c. captured by the *Teazer* privateer, and sent to Portland.

218. Brig *Concord*, from Madeira, for London, laden with wine of the most superior quality—captured by the *Marengo* of New York, and sent to Newburyport.

219. Brig *Orient*, from Quebec, for England, laden with timber, captured by the privateer *Teazer*, and sent to Portland.

220. Schooner *Jenny*, with a cargo of rum, sugar, &c. captured by the *Teazer* privateer, and sent to Portland.

221. Schooner Adela, from Martinique under Spanish colours, laden with sugars—captured by the Rosamond, and sent to New York.

222. Brig Point Shares, from St. John's for Barbadoes, laden with fish, captured by the letter of marque schooner Baltimore, of that city, on her way to France, she sent the prize to Baltimore.

223. Brig San Antonio (under Spanish colors) from Guernsey for Jacquemel, captured *on the coast of Africa*, by the Marengo, of New York, she was richly laden, and supposed to be British property—arrived at Philadelphia.

224. Brig Detroit (formerly the Adams, surrendered by Hull, then an unworthy brigadier general) mounting eighteen guns, captured by two boats, in the brilliant manner following. American enterprize and bravery were, on this occasion characteristically displayed.

Batavia, New York, Oct. 10, 1812.

On the 8th instant, in the afternoon, two British armed vessels, the Caledonia, and the Detroit, (formerly the American brig Adams) arrived at Fort Erie, from Malden, and anchored under the guns of the Fort. Captain ELLIOTT, the naval commander on Lake Erie, immediately conceived the project of cutting these vessels out of the harbor, in the course of the succeeding night. Accordingly the necessary arrangement having been made, about one hundred volunteers, consisting principally of sailors, under the command of captain Elliott, armed with sabres and

pistols, embarked in two boats about midnight, and rowing into the lake above the vessels, drifted down with the current till they were hailed by a sentinel from one of the vessels, when they sprang to their oars, and closing in upon the vessels, boarded them, drove the British below decks, cut the cables, and towed them down the Lake.

The night being dark and cloudy, the vessels ran aground, the Caledonia ran close into the ferry, at Black Rock, and the Detroit on the upper end of Squaw Island, near the middle of Niagara river. In their passage down, and while they were aground, the British opened their batteries upon them, and the Americans returned the fire from the Detroit; but finding they could not bring the guns to bear upon the enemy to advantage, they left her.

About ten o'clock next morning, a company of British regulars from Fort Erie, boarded the Detroit with an intention to destroy the military stores, with which she was principally laden; but they were dislodged by a detachment of volunteers, under the command of captain Cyrenius Chapin, who crossed over to Squaw Island for that purpose.

About 3 o'clock in the afternoon of the said day, the British boarded the Detroit a second time, and were again dislodged. In this second attempt, three of the British were taken prisoners, and a considerable number of them wounded.

During the principal part of the day the British kept up a heavy fire from their batteries upon the ves-

sels, for the purpose of destroying them, and to prevent them from falling into our hands. The Caledonia, however, with her cargo of fur, estimated at \$150,000 was secured by the Americans, who after removing the principal part of the military stores from the Detroit, set her on fire and abandoned her. In this gallant enterprize, fifty of the British were taken prisoners, and twenty-eight of the fourth United States' surrendered by Hull, were retaken. On our part, four were killed and seven wounded, one killed in boarding, and the others by the fire from the British batteries on shore. Among the killed was, universally lamented, the brave major Cuyler, aid to general Hall, who fell by the first fire from the British batteries.

225. Schooner Caledonia, richly laden with furs, worth \$150,000, captured as above.

226. Schooner Single Cap, captured by the Matilda of Philadelphia, and sent into the Mississippi.

227. Schooner Fame, from Trinidad, for Cayenne, laden with dry goods, oil, &c. captured by the Nonsuch of Baltimore, and sent to Savannah.

228. Ship Phœnix, mounting twelve guns, and manned by seventeen men, from Bermuda for Jamaica, cargo, one hundred pipes of Fayal wine—captured by the Mary-Ann of, and sent to Charleston.

229. Brig Favorite, 222 tons, two guns, from Cork to Pictou, in ballast, captured by the Industry of, and sent to Lynn.

230. Brig Sir John Moore, from Dublin for Prince Edward's Island, 177 tons burthen, captured by the above, and sent to Lynn.

231. Brig Lord Sheffield, from Teneriffe, bound for Quebec, captured by the Marengo of New York—rifled and burnt.

232. Schooner Betsy Ann, from the West Indies, laden with sugar, captured in view of Halifax harbor, by the privateer Fame, and sent to Salem.

233. Brig William and Charlotte, captured by the Montgomery, and sent to Salem.

234. Brig Henry, from Liverpool for Halifax, laden with crates, salt and coal, a valuable vessel, captured by the John privateer, and sent to Salem.

235. Schooner Four Brothers, from the West Indies, bound for Newfoundland, captured by the Fame, and sent to Salem.

236. Schooner Four Sons, from the bay of Chaleur, with a full cargo of fish and furs, captured, also, by the Fame; and sent to Salem.

238. Two schooners, one in ballast, the other laden with live stock, captured by the privateer Dart, and sent to Portland.

239. Schooner Antelope, of Curracoa, taken by the Rosamond privateer, and sent to Charleston.

240. Schooner Dawson, with a cargo of rum, sugar and coffee, captured off the island of Jamaica, by the privateer Wasp of Baltimore, and sent to Savannah.

241. Brig Diamond, burthen 220 tons, mounting twelve guns, with a full cargo of cotton and logwood.

and \$2,500 in gold, captured by the Alfred privateer, and sent to Salem.

242. Brig George, 270 tons, with a load of sugar and cotton, this and the preceding both from Brazil, and are estimated at \$120,000 value, same captor, and sent to Salem.

243. Brig Neptune, captured by the John of, and sent to Salem.

244. Ship Jane, of Port Glosgow, a prize to the same, and sent to Salem.

245. A schooner, laden with timber, a prize to the Saucy Jack of Charleston, and given to release prisoners.

246. Sloop Louisa Ann, laden with molasses, seized and captured by a boat from the Benjamin Franklin privateer, with seven men, in Trinity harbor, Martinique, under the guns of a battery of twelve eighteen pounders.

OFFICIAL

At the R. of Oct. 10th, 1812.

SIR—I have the honor to inform you, that on the morning of the 8th instant, two British vessels, which I was informed were His Britannic Majesty's brigs *Detroit*, late the United States' brig Adams, and the brig *Hunter*, mounting fourteen guns, but which afterwards proved to be the brig *Caledonia*, both said to be well armed and manned, came down the Lake and anchored under the protection of Fort Erie

Having been on the lines for some time, and in a measure inactively employed, I determined to make an attack, and if possible get possession of them. A

strong inducement to this attempt arose from a conviction that with these two vessels, added to those which I have purchased and am fitting out, I shall be able to meet the remainder of the British force on the upper Lakes, and save an incalculable expence and labor to the government.

On the morning of their arrival, I heard that our seamen were but a short distance from this place, and immediately dispatched an express to the officers, directing them to use all possible dispatch in getting their men to this place, as I had important service to perform. On their arrival, which was about twelve o'clock, I discovered that they had only 20 pistols, and neither cutlasses nor battle axes. But on application to generals Smith and Hall, of the regulars and militia, I was supplied with a few arms, and Gen. Smith was so good, on my request, to detach fifty men from the regulars, armed with muskets.

By 4 o'clock in the afternoon, I had my men selected and stationed in two boats, which I had previously prepared for that purpose. With these boats, 50 men in each, and under circumstances very disadvantageous, my men having scarcely had time to refresh themselves, after a fatiguing march of 500 miles, I put off from the mouth of Buffaloe creek, at 1 o'clock the following morning, and at three, I was alongside the vessels.

In the space of about ten minutes, I had the prisoners all secured, the topsails sheeted home, and the vessels under way. Unfortunately the wind was not

sufficiently strong to get up a rapid current into the Lake, where I had understood another armed vessel lay at anchor, and I was obliged to run down the river by the forts, under a heavy fire of round, grape and canister, from a number of pieces of heavy ordnance, and several pieces of flying artillery, was compelled to anchor at a distance of about 400 yards from two of their batteries. After the discharge of the first gun, which was from the flying artillery, I hailed the shore, and observed to the officers, that if another gun was fired, I would bring the prisoners upon deck, and expose them to the same fate we should all share—but notwithstanding they disregarded the caution, and continued a constant and destructive fire: one single moment's reflection, determined me not to commit an act that would subject me to the imputation of barbarity. The Caledonia had been beached in as safe a position as the circumstances would admit of, under one of our batteries at Black Rock.

I now brought all the guns of the Detroit on one side, next the enemy, stationed the men at them, and directed a fire which was continued as long as our ammunition lasted, and circumstances permitted.. During the contest I endeavored to get the Detroit on our side, by sounding a line, there being no wind on shore, with all the line I could muster; but the current being so strong, the boat could not reach the shore. I then hailed our shore, and requested that warps should be made fast on land and sent on board; the attempt to all which again proved fruitless. As the fire was

such as would in all probability sink the vessel in a short time, I determined to drift down the river out of reach of the batteries, and make a stand against the flying artillery. I accordingly cut the cable, made sail with very light airs, and at that instant discovered that the pilot had abandoned me. I dropped astern for about ten minutes, when I was brought up on our shore on Squaw Island—got the boarding boat ready, had the prisoners put in and sent on shore, with directions for the officer to return for me, and what property we could get from the brig. He did not return, owing to the difficulty in the boat's getting on shore. Discovering a skiff under the counter, I put the four remaining prisoners in a boat, and with my officers, I went on shore to bring the boat off. I asked for protection of lieut. col. Scott, who readily gave it. At this moment I discovered a boat with about forty soldiers, from the British side, making for the brig. They got on board, but were soon compelled to abandon her, with the loss of nearly all their men. During the whole of this morning, both sides of the river kept up alternately a continual fire on the brig, and so much injured her that it was impossible to have floated her. Before I left her, she had several heavy shot of large size in her bands, her sails in ribbons, and rigging all cut to pieces.

To my officers and men I feel under great obligations. To captain Towson, and lieutenant Roach of the 2d regiment of artillery, ensign Prestman of the Infantry, captain Chapin, Mr. John McComb, Messrs.

John Town, Thomas Dain, Peter Overstocks and James Sloan, resident gentlemen of Buffaloe, for their soldier and sailor-like conduct. In a word, sir, every man fought as if with their hearts animated only by the interest and honor of their country.

The prisoners I have turned over to the military. The Detroit mounted 6 six pound long guns, commanding lieutenant Marines, a boatswain and gunner and 56 men—about 30 American prisoners on board, muskets, pistols, cutlasses and battle axes. In boarding her, I lost one man, one officer wounded, Mr. John C. Cummings, acting midshipman, a bayonet through the leg—his conduct was correct, and deserves the notice of the department. The Caledonia mounted two small guns, blunderbusses, pistols, muskets, cutlasses and boarding pikes, twelve men including officers, ten prisoners on board. The boat boarding her commanded by sailing master George Watts, performed his duty in a masterly style. But one man killed, and four wounded badly, I am afraid mortally. I enclose you a list of the officers and men engaged in the enterprize, and also a view of the Lake and river in the different situations of attack. In a day or two I shall forward the names of the prisoners. The Caledonia belongs to the N. W. company, loaded with furs, worth, I understand, \$200,000.

With sentiments of respect,

I have the honor to be, &c.

JESSE D. ELLIOTT.

The Hon. PAUL HAMILTON,
Secretary U. S. Navy.

[The Detroit was burnt by the Americans, the chief part of the stores being saved.—Several of her guns are now in service against the enemy.]

247. Sloop Venus, of Jamaica, captured by the two Brothers of Orleans and burnt.

248. Brig Jane and Charlotte, laden with salt coals, crates, and a few bales of dry goods, captured by the America privateer, and sent to Salem.

249. Brig Francis, from St. John's, Porto Rico, bound for Martinique, laden with bullocks, captured by the Nonsuch of Baltimore, and sent to Charleston.

250. Government brig and packet Swallow, mounting fourteen guns, and navigated by thirty men, from Jamaica, bound for Falmouth (E) with the mail and \$260,000 specie, which was transferred to the President frigate—she was captured by some of Commodore Rogers's squadron, and sent to Baltimore.

251. Brig Porgie, from Antigua, cargo rum and molasses, captured by the High Flyer, on her second cruise, and sent to Norfolk.

252. Ship Ned, of Glasgow, mounting ten guns, nine pounders, and manned by sixteen men, laden with timber, captured after a sharp engagement by the John and George privateer of one twelve, and two three pounders and thirty-eight men, of, and sent to Salem.

253. Schooner ——, laden with oil, seal skins, &c. captured in the bay of Fundy, and sent to Salem.

254. Schooner Robin, captured by the Revenge of Salem, and sent to Portland.

255. Schooner Fame, from Trinidad to Para, with some dry goods, valued at \$12,000, captured by the Nonsuch of Baltimore, and sent to Savannah.

256. Schooner Sally, of Curracoa, taken by the Black Joke of New York, and George Washington of Norfolk, and sent to Charleston.

257. Sloop ——, of Tortola, captured by the Saucy Jack, and sent to Charleston.

258. Brig John, mounting ten guns, twelve pouders, from Laguira, bound for Gibraltar, a new and valuable vessel, loaded with cocoa, and coffee, captured by the Benjamin Franklin of New York, and sent to Charleston.

259. Schooner Three Sisters, burthen 120 tons, laden with Plaster, captured by the Fame privateer, of thirty tons, and sent to Salem.

260. Brig ——, captured by two whale boats, rum, sugar, and molasses, taken out to amount of \$15,000 and ransomed for \$2,000.

261. Schooner Comet, two guns and small arms, laden with sugar, beeswax, tobacco, and dry goods, captured on the south side of St. Domingo by the Rapid, of Charleston, and sent to Savannah.

262. Schooner Searcher, a New Providence privateer, captured by the Rapid, and burnt.

263. Schooner Mary, of St. Thomas, captured by the Rapid, and ransomed, for want of spare hands to send her home by.

264. Schooner Mary Hall, sent by the squadron

commanded by captain Chauncy, on Lake Ontario, to Sacket's Harbor.

265. Sloop Elizabeth, on board of which was captain Brock (brother of the general) of the 49th regiment, by do. to Sacket's Harbor.

266. Schooner ——, burnt by do.

267. Brig Union, from Guernsey, for Grenada, in ballast, mounting six guns, captured by the General Armstrong, of New York, and sent to Ogd. Town.

268. Schooner Neptune, with a cargo of fish, oil, and salt, captured by the Revenge, of Salem, and sent to Cape Ann.

269. Barque Fisher, from Rio Janeiro, with a very valuable cargo, and a considerable sum in specie, captured by the privateer Fox, of Portsmouth, and sent to Portland.

270. Brig Bray James, laden with pimento, and rum, captured by the privateer Bunker's Hill, and sent to Boston.

271. Brig Lady Harriot, with a cargo of wine, sent into New York by THE ORDERS IN COUNCIL ! a privateer of that place. Good !

275. Three vessels, captured by the same, and ransomed.

276. Brig Freedom, laden with seven hundred hogsheads of salt, from Cadiz, bound for St. John's, captured by the Thorn privateer, and sent to Marblehead.

277. The schooner America, of Newbury-Port, Ia-

den with salt, captured by the privateers Fame, Industry and Dromo, and sent to Salem.

These privateers passing Indian Island, a British post, were fired upon by the enemy. They returned the compliment, and determined to seize all the vessels then lying there—they succeeded only in getting their *neighbors'* vessel out, the rest being run ashore. She is good prize for trading with the enemy.

278. Brig ——, for Jamaica—a valuable vessel captured by the Joel Barlow privateer, and sent to New London.

279. Schooner John Bull, a king's packet, out of New Providence—chased, by the Rover of New York, on shore, on Crooked Island.

280. Ship Argo, from a south sea voyage for London, mounting ten guns, two swivels, and furnished with abundance of small arms, and navigated by twenty-six men; laden with fourteen hundred casks of oil, and fifteen tons of whalebone, with \$200,000 specie—captured by the United States' frigates President and Congress, arrived at Norfolk.

281. Frigate MACEDONIAN, mounting forty-nine carriage guns, and manned by three hundred and six men, a frigate of the first class, quite new, having been only four months out of dock, a fast sailer, and boasted of by her late officers as the "Flower of old England:" sent to New York.

OFFICIAL.

SIR—I have the honor to inform you, that on the 25th instant, being in the latitude, 29 N. Long. 29, 30, W. we fell in with, and, after an action of an hour and a half, captured his Britannic M. ship **Macedonian**, commanded by captain John Carden, and mounting 49 carriage guns (the odd gun shifting) she is a frigate of the largest class, two years old, four months out of dock, and reputed one of the best sailors in the British service. The enemy being to windward had the advantage of engaging us at his own distance, which was so great, that for the first half hour we did not use our carronades, and at no moment was he within the complete effect of our musketry or grape—to this circumstance, and a heavy swell, which was on at the time, I ascribe the unusual length of the action.

The enthusiasm of every officer, seaman and marine on board this ship, on discovery of the enemy—their steady conduct in battle, and precision of their fire, could not be surpassed. Where all met my fullest expectations, it would be unjust in me to discriminate. Permit me, however, to recommend to your particular notice, my first lieutenant W. H. Allen. He has served with me upwards of five years, and to his unremitting exertions in disciplining the crew, is to be imputed the obvious superiority of our gunnery, exhibited in the result of this contest.

Subjoined is a list of the killed and wounded on both sides. Our loss, compared with that of the ene-

my, will appear small. Amongst our wounded, you will observe the name of lieutenant Funk, who died a few hours after the action—he was an officer of great gallantry and promise, and the service has sustained a severe loss in his death. The Macedonian lost her mizen mast, fore and main topmasts, and main yard, and was much cut up in her hull. The damage sustained by this ship was not such as to render her return to port necessary, and had I not deemed it important that we should see our prize in, should have continued our cruise.

With the highest consideration and respect, I am, sir, Your obedient humble servant.

(Signed)

STEPHEN DECATUR.

The Hon. PAUL HAMILTON,

Oct. 30, 1812.

List of killed and wounded on board the United States.

Killed.—Thomas Brown, of N. York, seaman, Henry Shepherd, of Philadelphia, do—William Murray, of Boston, a boy—Michael O'Donnel, of New York, private marine—John Roberts, do. do.

Wounded.—John Musser Funk, lieutenant, Philadelphia, John Archibald, New York, carpenter's crew, Christian Clark, do. seaman—George Christopher, do. ordinary seaman—George Mahar, do. do.—William James, do. do. John Laton, do. private marine.

On board the Macedonian, were thirty-six killed, and sixty-eight wounded. Among the former were the boatswain, one masters's mate, and two midshipmen.

282. Ship John Hamilton, burthen 550 tons, mounting sixteen guns, twelve pounders, manned by thirty men from the Bay of Honduras, bound for London, laden with 700 tons of mahogany, captured after a warm action, wherein though no lives were lost, several were wounded, by the Dolphin of, and sent to Baltimore.

283. Brig Venus, from Brazil, laden with cotton, &c. mounting ten guns, captured by the privateer Polly of Salem, and sent to Savannah.

284. Schooner Loreen, from Martinico to St. Martins, laden with sugar and coffee, captured by the Revenge of, and sent a prize to Philadelphia.

285. Brig Bacchus, of Port Glasgow, in ballast— captured by the Revenge, and sent to Salem.

294. Nine British vessels, sunk, burnt and otherwise destroyed by the Patriot of New York, during a cruise of fifty-six days.

295 Packet Townsend, from Falmouth, bound for Barbadoes, heavily armed, captured after a severe engagement, in which the captain of the Townsend and four of his men were slain, and several wounded, by the Tom of Baltimore, which sustained very little injury, had none killed and but two wounded. The mail was thrown overboard, but recovered by the Bora, and brought to Baltimore.

296. Brig Burchall, a packet from Barbadoes, bound for Demarara, with an English commissary and his lady on board, captured by the High Flyer, of, and sent to Baltimore.

The High Flyer having captured a number of drogers plying between the islands, released one of them with the Commissary and seventy-two prisoners as a flag of truce to Demarara.

And Governor Carmichael returned a complimentary letter to her captain for his kind treatment of them.

297. Brig Criterion, sent to New York.

298. Schooner Neptune, captured by the Revenge of Philadelphia, and given up to release her prisoners, the proper formalities being previously entered into.

299. Schooner Neptune, with a cargo of salt, oil, fish, &c. captured by the Revenge of Salem, and ordered to Portland, on her way thither was wrecked, but the crew and cargo saved.

300. Schooner ——, driven ashore on the coast of Nova Scotia, and burnt, by the Revenge of Salem.

301. Brig Fancy, captured by the Joel Barlow privateer, and sent to New London.

302. Schooner Nelly and Pamela, captured by the Revenge of Philadelphia, and wrecked on Chincoteague falls—crew and cargo saved.

303. Brig Devonshire, laden with Codfish, captured by the Decatur privateer, and sent to France.

The “Yankees” thinking the fish would find a better market in France than in the United States, manned, and fitted out the prize for a trading voyage, *sans cérémonie*.

304. Schooner ——, from Quebec, captured by the Retaliation of, and sent to New York.

305. Ship ——, mounting twenty-two guns, and full of men, after an engagement of thirty minutes, driven on shore, at the mouth of Demarara river, by the general Armstrong of New York.

306. Brig two Brothers, captured by the privateer Benjamin Franklin, and sent a prize to New York.

307. Brig Active, of ten guns, very valuable, captured by the High Flyer of Baltimore, and sent to Charleston, South Carolina.

308. Brig ——, captured by a letter of marque brig, from Portland, bound for France, and sent to Portland.

309. Brig Pomona, from Lisbon, bound for Newfoundland, mounting eight twelve pounders, a very valuable vessel, captured by the letter of marque Leo, on her passage to France, and sent to the Province of Maine, port of Belfast.

310. Ship Betsy, from Glasgow to Barbadoes, specie, captured by the Revenge of Baltimore, and sent to Wilmington, (North Carolina).

311. Brig Dart, mounting eight guns, of, and for Port Glasgow, richly laden with rum, cotton and coco, captured by the America of, and sent to Salem.

312. Ship Queen, mounting sixteen guns, and navigated by forty men, from Liverpool, with a cargo invoiced at from seventy to one hundred thousand pounds sterling, captured after a most obstinate engagement, wherein the captain, his first officer and nine of the crew of the prize were killed before she struck, by the general Armstrong of New York, but

unfortunately wrecked off Nantucket: The general Armstrong sustained very little injury.

313. Brig James and Charlotte, from Liverpool, bound for St. John's, laden with coal, dry goods, &c. captured by the America of, and sent to Salem.

314. Schooner ——, from Jamaica to the Spanish maine, worth \$60,000, mounting two guns, with a crew of thirty men, captured by the privateer Liberty of Baltimore, and sent to Savannah.

315. Brig Recovery, from Quebec, bound for Jamaica, with a cargo of fish, staves, &c. captured by the United States brig Argus, and sent to Boston.

316. Brig Lucy and Alida, a very valuable prize, first captured by the general Armstrong of New York, then re-captured by the British letter of marque ship Brenton of Liverpool, and lastly re-re-captured by the Revenge of, and sent to Norfolk. She had a full cargo of dry goods.

319. Three vessels, captured and destroyed by the Jack's Favourite of New York.

320. Schooner Swift, of Plymouth, old England, from St. Michael's, taken by the Rolla of Baltimore and burnt.

 In a severe gale of wind, captain Dewley was compelled to heave over-board all his guns, *save one*—but the crew, sixty in number, determined to continue the cruise—they did so and with great success—more hereafter.

321. Sloop Reasonable, from Porto Rico, for Mar-

tinico, chased on shore on the north-east end of the former by the Liberty of Baltimore, and destroyed.

322. Schooner Maria, from Jamaica for the Bay of Honduras, in ballast, captured by the Liberty of Baltimore, and ransomed.

323. Schooner Catharine, mounting three guns, and carrying a crew of twenty-four men, with a full cargo of provisions, dry goods, &c. captured by the Eagle and Lady Madison privateers of, and sent to Charleston.

324. Schooner Maria, with a valuable lading of dry goods, captured by the Eagle and Lady Madison, and released to discharge their prisoners, after removing the cargo.

325. Ship Rio Nouva, mounting eighteen guns, navigated by twenty-five men, not three years old, coppered and copper fastened, of 400 tons burthen, and in every respect a ship of the first class, bound from London, for *St. Kitts* and *Antigua*, laden with dry goods, captured by the Rolla, of Baltimore, and sent to New York.

326. Schooner Rebecca, from Trinidad, bound to Halifax, captured by the privateer Jack's Favourite, and sent to New London.

327. Ship Hope, mounting twelve guns, from St. Thomas's, bound for Glasgow, burthen 400 tons, with a full and valuable cargo of rum, sugar, cotton, &c. captured by the America of Salem, and sent to Marble-head.

328. Ship Ralph, from Quebec, bound to London, a very large vessel, laden with timber, &c. captured by the America, and sent to Portland.

329. Brig Euphemia, mounting ten guns, from Laguira, bound for Gibraltar, laden with four hundred thousand pounds of coffee, captured by the America, and sent to Portland.

331. A brig and a schooner, captured by the Decatur, off Madeira, and sent to France.

332. Schooner Meadow, captured by the Sparrow of Baltimore, and released, after divesting her of a quantity of dry goods.

333. Ship Mary, of fourteen guns, of Bristol, richly laden with hardware, &c. captured by the Rolla of Baltimore, and sent to Newport, (R. I.)

334. Schooner Erin, from Curracoa, bound to Jacquemel, laden with dry goods, captured by the Eagle of, and sent to Charleston.

335. Schooner Chatham, from the Spanish Maine, in ballast, captured by a letter of marque, and destroyed.

336. The British King's packet Nocton, from Rio Janeiro, for London, with \$70,000 in specie on board, captured by the United States' frigate Essex, near the Equinoctial line. The packet was retaken, and sent to Bermuda : the cash, however had been previously, and safely stowed on board the Frigate.

337. Brig Barrosa, from Cork, mounting six guns, with an assorted cargo estimated at 140,000 sterling,

captured by the *Rolla* of Baltimore, and sent to Martha's Vineyard.

338. Brig *Renown*, captured by the *Thrasher*, and sent to France.

339. Schooner *Mary*, from Porto Rico, with an assorted cargo, bound for St. Jago de Cuba, captured by the *Eagle* of, and sent to Charleston.

340. Brig *Peggy*, of Barbadoes, from St. John's, Newfoundland, bound for St. Lucia, taken from under the convoy of two British sloops of war, by the privateer *Hunter*, and sent to Boston.

 The *Peggy* is one of the many American vessels which the British *peaceably* captured before the declaration of war.

341. Ship —— of 500 tons, mounting eight guns, coppered, laden with coal, plantation utensils, &c. from Bristol, (England) bound for the West Indies, captured by the *Growler*, and sent to N. London.

342. Brig *Andalusia*, burthen 250 tons, mounting ten guns, captured by the *Yankee*, on the African coast, after landing ninety slaves she had on board, sent her to Savannah.

344. A schooner and a sloop, captured on the coast of Africa, by the above mentioned *Yankee*, and being eased of four hundred and fifty-two ounces of Gold dust, were permitted to pursue their watry way.

345. The frigate *Java*, of forty-nine guns, captured by the United States' frigate *Constitution*, and burnt, being battered to pieces by the Yankees, and not worth sending to port.

OFFICIAL.

United States' Frigate Constitution,
St. Salvadore, 3d Jan. 1813.

SIR—I have the honor to inform you that on the 29th ultimo, at 2 P. M. in south lat. 13, 6, and west long. 38, about ten leagues distance from the coast of Brazils, I fell in with and captured his Britannic Majesty's frigate JAVA, of 49 guns, and upwards of 400 men, commanded by captain Lambert, a very distinguished officer. The action lasted 1 hour 55 minutes, in which time the enemy was completely dismasted, not having a spar of any kind standing. The loss on board the Constitution was nine killed and twenty-five wounded, as per enclosed list. The enemy had 60 killed, and one hundred wounded, *certainly* (among the latter captain Lambert mortally,) but by the enclosed letter, written on board this ship, (by one of the officers of the Java) and accidentally found, it is evident that the enemy's wounded must have been much greater than as above stated, and who must have died of their wounds previously to their being removed. The letter states sixty killed and one hundred and seventy wounded.

For further details of the action, I beg leave to refer you to the enclosed extracts from my journal. The Java, had, in addition to her own crew, upwards of one hundred supernumerary officers and seamen, to join the British ships of war in the East Indies; also lieutenant general Hislop, appointed to the command of Bombay, major Walker and captain Wood of his staff, and captain Marshal, master and commander in the British

navy, going to the East Indies to take command of a sloop of war there.

Should I attempt to do justice by representation to the brave and good conduct of all my officers and crew during the action, I should fail in the attempt, therefore suffice it to say, that the whole of their conduct was such as to merit my highest encomiums. I beg leave to recommend the officers particularly to the notice of Government, as also the unfortunate seamen who were wounded, and the families of those brave men who fell in the action. The great distance from our own coast, and the perfect wreck we made of the enemy's frigate, forbade every idea of attempting to take her to the United States; I had therefore no alternative but burning her, which I did on the 31st ultimo, after receiving all the prisoners and their baggage, which was very tedious work, having only one boat left out of eight, and not one left on board the Java.

On blowing up the frigate Java, I proceeded to this place, where I have landed all the prisoners on their parole, to return to England, and there remain until regularly exchanged, and not to serve in their *professional capacities* in any place, or in any manner whatsoever against the United States of America, until said exchange is effected.

I have the honor to be, sir,
with the greatest respect, your
obedient humble servant,
WILLIAM BAINBRIDGE.

Honorable secretary of the Navy,
City of Washington.

List of killed and wounded on board of the United States' frigate Constitution, under the command of commodore Wm. Bainbridge, in an action with his Britannic Majesty's frigate Java, Henry Lambert, Esq. commander, Dec. 29th, 1812.

KILLED.

Jonas Ongrain, seaman, Joseph Adams, do. Patrick Conner, do. Barney Hart, do. Mark Snew, do. John D. Allen, do. Wm. Cooper, do. Thomas Hanson, private marine, John Cheves, seaman.

(Signed) ROBT. C. LUDLOW, *Purser.*
Wm. Bainbridge.

WOUNDED.

William Bainbridge, Esq. commander, severely ; John C. Aylwin, lieutenant, do. Charles F. Waldo, master's mate, do. Peter Woodbury, quarter master, do. John Clements, seaman, do. Joseph P. Cheves, do. do. Nicholas Vintram, do. slightly ; William Long, do. dangerously ; Stephen Webb, do. do. Reuben Sanders, do. do. Joseph Ward, do. severely ; Wm, Weaden, do. slightly ; Enos Bateman, do. dangerously ; James D. Hammond, do. slightly ; Peter Evans, do. severely ; Stephen Sheppard, do. slightly ; Abijah Eddy, do. do. Philip Cook, do. do. Philip Brimblecom, do. severely ; Samuel Brown, ordinary seaman, do. Daniel Hogan, do. do. Thomas Williams, 3d. do. slightly ;

John Vogle, do. severely; Anthony Reaver, private marine, slightly; John Ellwell, do. do.

(Signed) AMOS A. EVANS, *Surgeon.*
R. C. LUDLOW, *Purser.*

Wm. Bainbridge.

The following is a list of his Britannic majesty's military and naval officers paroled at St. Salvador, by Commodore Bainbridge. 1 lieutenant-general, 1 major, 1 captain, 1 post captain, 1 master and commander, 5 lieutenants, 3 lieutenants of marines, 1 surgeon, 2 assistant surgeons, 1 purser, 15 midshipmen, 1 gunner, 1 boatswain, 1 master, 1 carpenter, 2 captain's clerks—Total 38 Officers.

323 Petty officers, seamen, marines and boys, exclusive of 9 Portuguese seamen, liberated and given up to the governor of St. Salvador, and 8 passengers, private characters, whom the commodore did not consider prisoners of war, and permitted them to land without any restraint.

Extracts from commodore Wm. Bainbridge's journal, kept on board the United States frigate Constitution.

Tuesday, 29th Dec. 1812—At 9 A. M. discovered two strange sails on the weather bow. At 10 discovered the strange sails to be ships, one of them stood in for the land, and the other stood off shore, in a direction towards us—At 10, 45, we tacked ship to the northward and westward, and stood for the sail standing towards us.—At 11 A. M. tacked to the southward

and castward, hauled up the mainsail and took in the royals.—At 11, 30, made the private signal for the day, and then set the mainsail and royals to draw the strange sail of the neutral coast, and separate her from the sail in company. Wednesday, 30 Dec. 1812—(Nautical time)—In lat. 13 deg. 6 m. S. long. 38 W. 10 leagues from the coast of Brazil—commences with clear weather, and moderate breezes from E. N. E. hoisted our ensign and pendant—at 15 minutes past meridian, the ship hoisted her colors, an English ensign, having a signal flying at her main—red, yellow, red.

At 1 26 P. M. being sufficiently from the land, and finding the ship to be an English frigate, took in the main-sail and royals, tacked ship and stood for the enemy.—At 1 50 A. M. The enemy bore down with an intention of raking us, which we avoided by wearing—at 2 P. M. the enemy being within half a mile of us, and to windward, and having hauled down his colors, except an union Jack at the mizenmast head, induced me to give orders to the officer of the 3d division to fire one gun ahead of the enemy to make him shew his colors, which being done brought on a fire from us of the whole broadside; on which the enemy hoisted his colors, and immediately returned our fire. A general action with round and grape, then commenced, the enemy keeping at a much greater distance than I wished, but could not bring him to close action without exposing ourselves to several rakes. Considerable manœuvres were made by both vessels to rake, and avoid be-

ing raked. The following minutes were taken during the action.

At 2 10 P. M. Commenced the action within good canister and grape distance, the enemy to windward, but much further than I wished.

At 2 30 Our wheel was shot entirely away.

At 2 40 determined to close with the enemy, notwithstanding his raking—set the fore and main sail, and luffed up to him.

At 2 50 the enemy's jib-boom got foul of our mizen rigging.

At 3 00, the head of the enemy's bowsprit and jib-boom shot away by us.

At 3 05 shot away the enemy's foremast by the board.

At 3 15, shot away his main top-mast just above the cap.

At 3 40, shot away gaff and spanker boom.

At 3 55, shot away his mizen mast nearly by the board.

At 4 05, having silenced the fire of the enemy completely, and his colours in the main rigging being down, supposed he had struck, then hauled aboard the courses to shoot a-head to repair our rigging, which was extremely cut, leaving the enemy a complete wreck; soon after discovered the enemy's flag was still flying—hove too to repair some of our damage.

At 4 20, the enemy's main mast went nearly by the board.

At 4 50, wore ship and stood for the enemy.

At 5 25, got very close to the enemy in a very effectual *raking position*, athwart his bows, and was at the very instant of raking him, when he most prudently struck his flag, for had he suffered the broadside to have raked him, his additional loss must have been extremely great, as he laid an unmanageable wreck upon the water. After the enemy had struck, wore ship and reefed the topsails, then hoisted out one of only two remaining boats we had left out of eight, and sent Lieutenant Parker, 1st of the Constitution, to take possession of the enemy, which proved to be his Britannic majesty's frigate, Java, rated 38, but carrying 49 guns, and manned by upwards of 400 men, commanded by captain Lambert, a very distinguished officer, who was mortally wounded -- The action continued from the commencement to the end of the fire, one hour and fifty-five minutes. The Constitution had 9 killed and 25 wounded. The enemy had 60 killed and 101 certainly wounded; but by a letter written on board the Constitution by one of the officers of the Java, and accidentally found, it is evident the enemy's wounded must have been considerably greater than as above stated, and must have died of their wounds previously to their being removed. The letter states 60 killed and 170 wounded. The Java, had her own complement of men complete, and upwards of 100 supernumeraries, going to join the British ships of war in the East Indies, also several officers passengers, going out on promotion. The force of the enemy in number of men at the commencement of the action, was no doubt

considerably greater than we have been able to ascertain, which is upwards of 400 men. The officers were extremely cautious in discovering the number. By her quarter bill she had one man more stationed to each gun than we had. The Constitution was very much cut in her sails and rigging, and many of her spars injured.

At 7 P. M. the boat returned with lieutenant Chads, the first lieutenant of the enemy's frigate, and lieutenant-general Hislop (appointed governor of Bombay) major Walker, and captain Wood, of his staff.

Captain Lambert, of the Java, was too dangerously wounded to be removed immediately.

The cutter returned on board the prize for the prisoners, and brought captain Marshal, master and commander of the British navy, who was passenger on board, as also several other officers destined for ships in the East Indies.

The Java was an important ship, fitted out in the completest manner, to carry lieutenant-general Hislop and his staff to Bombay, and several naval officers for different ships in the East Indies, and had dispatches for St. Helena, Cape of Good Hope, and every British establishment in the India and China seas. She had on board copper for a'74 and two brigs, building at Bombay, and I expect a great many other valuables; but every thing was blown up in her, except the officers baggage, when we set her on fire at 3 P. M. on the 1st of January, 1813, (nautical time).

The following is a copy of the letter above alluded to.

From an officer of the Java.

“ Prisoner on board the American frigate Constitution, *St. Salvador, Brazils*, January 1st, 1813.

“ **MY DEAR SIR,**

I am sorry to inform you of the unpleasant news of Mr. Gascoigne’s death. Mr. Gascoigne and myself were shipmates on board the Marlborough, and first came to sea together. He was shot early in the action by a round shot in his right thigh, and died in a few minutes afterwards. Four others of his messmates shared the same fate, together with 60 men killed and 170 wounded. The official account you will no doubt have read before this reaches you. I beg you will let all his friends and relations know of his untimely fate. We were on board the Java for a passage to India, when we fell in with this frigate.— Two parcels I have sent you under good care, and hope this will reach you safely.”

Yours truly,

H. D. CORNECK.

Lieut. Peter V. Wood, 22d Regiment of foot,
Isle of France, or Bourbon, East Indies.

United States frigate Constitution,

at sea, 25th January, 1813.

In lat. 7, 20, N. Long. 41.

SIR—By this conveyance (a valuable prize to the Hornet) I have the honour to send you a copy of

my despatch from St. Salvador, containing the information of the capture and destruction of his Britannic majesty's frigate Java, by the frigate Constitution, under my command.

The damage the Constitution received in the action, but more especially the decayed state she is in, made it necessary for me to return to the United States for repairs; otherwise I should have continued to prosecute my original plans for the operation of the squadron under my command, and should thereby, beyond doubt, have considerably distressed the enemy's commerce. Expecting to arrive very soon after your receiving this letter, induces me to postpone giving you further particulars until my arrival, when I shall have the honor of giving you details in full.

I have the honor to be, sir,
with the greatest respect, your
obedient servant.

W^M. BAINBRIDGE.

Hon. Secretary of the Navy. City of Washington.

346. Brig —— captured by the Growler, and after being dispossessed of much valuable property, released with the prisoners.

347. Ship Diligence, mounting twelve guns, a government transport, a great ship, laden with most valuable stores (military) wrecked near Machias, as follows. "A very valuable ship of 500 tons burthen, carrying eighteen guns, and deeply laden with dry

goods, muskets, ammunition and cannon, from London, via Halifax, for St. John's.

N. B. Went on shore on the 16th ult. on Moose Pecky-head, near Machias, in the district of Maine. At Eastport they beat up for Volunteers to get possession of her; but the British hearing of the intended expedition, set fire to her, and she was entirely consumed." Col. Ulmer, commanding the U. States' Volunteers, on the eastern frontier, recovered from the wreck, ten pieces of twenty-four pound cannon, fifteen of twelve pound, two of nine, with the carriages for the large pieces, and various useful appurtenances, also twenty-five tons of shot, &c. &c. &c. We therefore call this a good prize.

348. Schooner —— captured by the Gallinipper privateer, and ransomed for *a good round sum.*

349. Ship Neptune, mounting ten guns, from London, for Rio Janeiro, with a very rich cargo of brandy, wine and dry goods, sent into Portland by the privateer Decatur. The Neptune is a large ship, coppered, and of the first class. Her cargo is five hundred pipes of brandy and wine, twenty bales of dry goods, and ten cases of watches.

350. Ship —— from Quebec, for London, laden with the whole frame of a seventy-four, and sent to Kennebec.

351. Ship Volunteer, mounting 12 guns, 400 tons burthen, coppered, a ship of the first class, from London, for Brazil, deeply laden with dry goods and cop-

per, sent into Portsmouth by the Chesapeake frigate, and said to be worth £150,000 sterling.

352. Ship —— burnt by the Chesapeake, after taking out her goods, said to be worth \$200,000.

353. The schooner Ellen, captured by the United States' sloop of war Hornet, with a cargo of dry goods, worth \$250,000, and sent to, and arrived safely at, N. Castle, Del.

☞ The Ellen is another of the American vessels which was *peaceably* captured under the orders in council.—Restored by *cannon law*.

354. Ship —— of twenty guns, laden with mahogany and logwood, captured by the privateer Spy of, and sent to N. Orleans.

355. Schooner Prince of Wales, captured by the Growler privateer, and released, after taking out a few pipes of Madeira wine, &c.

356. Ship Aurora, 12 guns, with a valuable cargo of dry goods, worth \$300,000, sent by the Holkar privateer, of N. York, to Newport.

357, 358. Two vessels captured by the Mars privateer, and sent as cartels to England.

☞ The Mars arrived at New London, after a cruise of 100 days, during which she took 11 prizes, some of them very valuable. *She only fired seven shots during her cruise.* She has on board *one hundred thousand dollars in cash*, taken out of the different vessels.

359. Brig Pelican, from London to Gibraltar, with

a cargo of iron and fish, sent by the Mars, of N. London, to Charleston.

360. Sloop ——, laden with hides, sent to Newbern, N. C.

361. Brig Emre, 10 guns, 25 men, from Portsmouth to Botany Bay, with 49 female convicts, captured by the Holkar of, and sent to N. York.

☞ The convicts and prisoners were landed on the island of St. Vincents (one of the Cape de Verds) with a stock of provisions sufficient to last them four months —the island abounding with water.

362. The brig Ann, 10 guns, from Liverpool, to New Providence, richly laden with dry goods and crates, worth \$100,000, sent by the Growler into Marblehead.

363. Brig —— of 10 guns, with a very valuable cargo of dry goods, sent by the privateers "*United we stand*" and "*Divided we fall*" into Savannah.

364. Transport ship Lord Keith, four guns, from Lisbon for England, sent by the Mars to Newport.

365. Schooner Saline, laden with some valuable stores, frozen up in Lake Erie, from whence a few persons went, took possession of her, and removed the stores, intending to burn her. The crew made a precipitate retreat, leaving their dinner over the fire; a seasonable prize to those who had marched 14 miles on the ice to capture her.

366. Transport ship Canada, 12 guns, 100 soldiers and 42 horses, captured by the Paul Jones, and ransomed for 3000*l.* sterling, after disarming the men.

367. Brig John and Isabella, of Berwick on Tweed, and given up to discharge the prisoners.

368. Brig Three Brothers, of Liverpool, from Malta, for that port; 12 guns, with a full cargo of sumac, sulphur, oil, &c. &c. valuable; sent by the Dolphin of Baltimore, to N. York.

369. Sloop Mary Ann, of London, coppered, four guns, with gold dust, &c. worth \$28,000—cargo taken out and vessel burnt, on the coast of Africa, by the privateer Yankee.

370. Ship Andalusia, ten guns, one hundred men (81 free blacks) worth \$34,000, sent by the Yankee to Savannah.

371. Schooner George, cut out of Tradestown (Africa) by the Yankee, part of the cargo taken out, and given up to discharge the prisoners.

372. Ship Albion, 12 guns, 25 men, from Demarara for London, with a cargo of 400 hogsheads of sugar, 69 puncheons of rum, 10 bales of cotton, 300 bags and 36 casks of coffee, sent by the privateer Hazard, of 3 small guns, into St. Mary's.

The vessels having separated, the prize was retaken by the British privateer Caledonia of 6 guns and 50 men—Two days after, the Hazard fell in with and engaged both of them at once (having only 28 men at quarters, a part of her crew being on board the ship, prisoners) and soon beat off the privateer and brought down the ship's colors a second time. Night coming on, enabled the privateer to escape

373. Brig Harriot and Matilda, of 8 twelve and eighteen pounders, 262 tons, from Liverpool for Pernambuco, with an assorted cargo, and some dry goods, sent by the Yankee privateer into Boston.

374. The ship Nelson, a monstrous three decked vessel, of 600 tons, with an immensely valuable cargo, bound for Jamaica, sent by the Decatur into New Orleans.

375. The huge ship Neptune, 600 tons, sent by the Saratoga to New Orleans.

376. The ship ——, of nine guns, sent by —— to Newport, R. I.

377. The brig ——, of 12 guns, with an assorted cargo, from St. Michaels, sent by the Dolphin of Salem, to N. London.

378. Sloop of war PEACOCK, 22 guns, 134 men, attacked and torn to pieces by the Hornet in fifteen minutes—sunk before all the prisoners could be removed.

See the official account.

Copy of a letter from captain James Lawrence, of the United States' sloop of War Hornet, to the Secretary of the navy.

UNITED STATES' SHIP HORNET,

Holmes' Hole, March 19th, 1813.

SIR—I have the honor to inform you of the arrival, at this port, of the United States' ship Hornet, under my command, from a cruise of 145 days, and to state to you, that after commodore Bainbridge left the coast

at Brazils (January 6th,) I continued off the harbor of St. Salvador, blockading the Bonne Citoyenne until the 24th, when the Montague 74 hove in sight, and chased me into the harbor; but night coming on, I wore and stood out to the southward. Knowing that she had left Rio Janeiro for the express purpose of relieving the Bonne Citoyenne and the packet (which I had also blockaded for 14 days, and obliged her to send her mail to Rio, in a Portuguese smack,) I judged it most prudent to shift my cruising ground, and hauled by the wind to the westward, with a view of cruizing off Pernambuco, and on the 4th of February, captured the English brig Resolution of 10 guns, from Rio Janeiro, bound to Maranham, with coffee, jerked beef, flour, fustic, and butter, and about \$23,000 in specie. As she sailed dull, and I could ill spare hands to man her, I took out the money and set her on fire. I then run down the coast for Maranham, and cruised there a short time; from thence run off Surrinam. After cruizing off that coast from the 15th, until the 22d of February, without meeting a vessel, I stood for Demarara with an intention, should I not be fortunate on the station, to run through the West Indies on my way to the United States; but on the 24th, in the morning, I discovered a brig to leeward, to which I gave chase—run into quarter-less four, and not having a pilot, was obliged to haul off. The fort at the entrance of Demarara river at this time bearing S. W. distant about 2 1-2 leagues. Previous to giving up the chase I discovered a vessel at anchor, without the

bar, with English colors flying, apparently a brig of war. In beating round Carobana bank, in order to get to her, at half past 3 P. M. I discovered another sail on my weather quarter, edging down for us—at 4 20 she hoisted English colors, at which time we discovered her to be a large man of war brig; beat to quarters, and cleared ship for action, and kept close by the wind, in order, if possible, to get the weather gauge. At 5 10, finding I could weather the enemy, I hoisted American colors and tacked. At 5 25 in passing each other, exchanged broadsides within half pistol shot. Observing the enemy in the act of wearing, I bore up, received his starboard broadside, run him close on board on the starboard quarter, and kept up such a heavy and well directed fire, that in less than fifteen minutes she surrendered (being totally cut to pieces) and hoisted an ensign, union down, from his fore rigging, as a signal of distress. Shortly after her main-mast went by the board. Dispatched lieutenant Shubrick on board, who soon returned with her first lieutenant, who reported her to be his Britannic Majesty's late brig Peacock, commanded by captain William Peake, who fell in the latter part of the action; that a number of her crew were killed and wounded, and that she was sinking fast, having then six feet water in the hold. Dispatched the boats immediately for the wounded, and brought both vessels to anchor. Such shot holes as could be got at were then plugged, guns thrown overboard, and every possible exertion used to keep her afloat until the prisoners could be removed, by

pumping and baling, but without effect, as she unfortunately sunk in 5 1-2 fathoms water, carrying down thirteen of her crew, and three of my brave fellows, viz. John Hart, Joseph Williams and Hannibal Boyd; lieutenant Conner and midshipman Cooper, and the remainder of my men employed in removing the prisoners, with difficulty saved themselves by jumping into a boat that was lying on the bombs as she went down.

Four men, of the thirteen mentioned, were so fortunate as to gain the foretop, and were afterwards taken off by our boats. Previous to her going down, four of her men took to her stern boat that had been much damaged during the action, who I sincerely hope reached the shore; but from the heavy sea running at the time, the shattered state of the boat, and the difficulty of landing on the coast, I am fearful they were lost. I have not been able to ascertain from her officers the exact number of killed. Captain Peake and four men were found dead on board.—The master, one midshipman, carpenter and captain's clerk, and twenty-nine men wounded, most of them very severely, three of which died of their wounds after being removed, and nine were drowned.—Our loss was trifling in comparison. John Place killed, Samuel Coulson and Joseph Dalrymple slightly wounded; George Coffin and Lewis Todd severely burnt by the explosion of a cartridge. Todd survived only a few days. Our rigging and sails were much cut. One shot through the foremast and the

bowsprit slightly injured. Our hull received little or no damage.

At the time I brought the Peacock to action the Espeigle (the brig mentioned as being at anchor) mounting sixteen two and thirty pound caronades, and two long nines, lay about six miles in shore of me, and could plainly see the whole of the action. Apprehensive she would beat out to the assistance of her consort, such exertions were used by my officers and crew, in repairing damages, &c. that by nine o'clock our boats were stowed, a new set of sails bent, and the ship completely ready for action. At two A. M. got under way and stood by the wind to the northward and westward under easy sail. On mustering next morning, found we had two hundred and seventy-seven souls on board (including the crew of the American brig Hunter of Portland, taken a few days before by the Peacock) and as we had been on two thirds allowance of provisions for some time, and had but 3,400 gallons of water on board, I reduced the allowance to three pints a man, and determined to make the best of my way to the United States. The Peacock was deservedly styled one of the finest vessels of her class in the British navy. I should judge her to be about the tonnage of the Hornet. Her beam was greater by five inches, but her extreme length not so great by four feet. She mounted 16 four and twenty pound caronades, two long nines, one 12 pound caronade on her top-gallant forecastle as a shifting gun, and one four or six pounder and two swivels mounted

aft. I find by her quarter bill that her crew consisted of one hundred and thirty-four men, four of whom were absent in a prize.

The cool and determined conduct of my officers and crew during the action, and their almost unexampled exertions afterwards, entitled them to my warmest acknowledgments, and I beg leave to recommend them to the notice of government. By the indisposition of lieutenant Stewart, I was deprived of the services of an excellent officer—had he been able to stand on deck, I am confident his exertions would not have been surpassed by any on board. I should be doing injustice to the merits of lieutenant Shubrick and acting lieutenants Conner and Newton, were I not to recommend them particularly to your notice. Lieut. Shubrick was in the actions with the *Garriere* and *Java*—Captain Hull and commodore Bainbridge can bear testimony as to his coolness and good conduct on both occasions,

With the greatest respect,

I remain sir, your obedient servant,

JAMES LAWRENCE.

Hon. WILLIAM JONES.

Secretary of the navy.

P. S. At the commencement of the action my sailing master and seven men were absent in a prize, and lieutenant Stewart and six men on the sick list.

The Brig *Emre* (No. 361) was a "King's vessel," carrying 12 guns, and provided with a *patent* defence surmounting her bulwarks, composed of spring

bayonets, to prevent boarding. She had a great quantity of ammunition on board. She was commanded by an arrogant lieutenant of the British navy; who could not persuade his crew to fight the Yankees.

379. Schooner ——, worth \$10,000, sent by the Lovely Lass, of Wilmington, N. Carolina, to New Orleans.

380. Brig ——. sent by the Paul Jones, to Chatham.

381. Brig Shannon, 12 guns, from Brazil, for London, laden with 100 tons of cotton, sent by the Yankee, to Bristol, R. Island.

382. Ship Mentor, of London, 12 guns with a cargo invoiced at £60,000 sterling, sent by the Saucy Jack, of Charleston, to New Orleans.

383. Schooner Huzzar, laden with *Turtle*, &c. as presents for admiral Warren and his officers, sent by the Liberty, of Baltimore, to Savannah

384. Brig Resolution, 10 guns, from Rio Janeiro, to Maranham, laden with coffee, &c. burnt by the United States sloop of War Hornet, after taking out \$23,000 in specie.

385. Brig Antrim, from Ireland, with dry goods, &c. valued at \$60,000, sent by the Saucy Jack to New Orleans.

386. Brig Fly, valuable, sent by the Yankee, to Charleston.

387. Schooner ——, 100 tons, laden with Bees-

wax and red wood, sent by the Privateer Yankee, to Tarpaulin Cove.

388. Brig Earl Percy, for Brazil, laden with dry goods and salt, prize to the Chesapeake.

389. Brig Liverpool Hero, laden with dry goods, hardware and jewelry, taken by the Chesapeake frigate and, after taking out her cargo, burnt.

390. Brig Rover, from Jamaica, for St. John's, 6 guns, with 160 hds. of Rum, sent by the Alfred to Salem.

391. Schooner Alder, with an assorted cargo, worth \$28,000, sent by the Yankee, to Bristol, Rhode Island.

The Alder carries 6 guns, and was taken on the coast of Africa.

392. Brig Return, of London, from Cumana, sent by the Paul Jones, to Chatham.

393. Brig Thomas, 8 guns, with a cargo of 240 tons of redwood, &c. sent by the privateer Yankee, to Boston.

394, 395, 396. Three vessels captured on the Spanish maine, by the Snap Dragon, of Newbern, N. C. divested of every valuable article and burnt.

397, 398, 399. Three vessels taken by the Snap Dragon, and the valuable articles being removed, given up to release the prisoners.

400. Sloop —— a fine copper bottomed vessel, taken by the Snap Dragon, and converted into a tender and store ship.

401, 402. Two vessels captured by the privateer "Divided we fall," and ransomed.

403. One vessel taken by the "Divided we fall," and sunk.

404, 405, 406. Three vessels taken by the "Divided we fall," and given up. The above prizes it is presumed, were West India trading vessels, called "Drogers." What may be called the coasting trade of the W. Indies, was a very valuable branch of the British commerce, and appears to have been severely handled.

407. Caledonia, a privateer of Nassau, (N. P.) 8 guns, chiefly manned by negroes, captured off the southern coast of America, by the U. States' schooner Nonsuch, after an engagement of seven minutes. We had two men wounded, nine were *missing* from the privateer. Some negroes, late of Charleston, were recognised in this vessel. She had very late papers of that city on board, with a list of vessels soon to sail from Charleston and Savannah!

408. Brig Tartar, with 160 hogsheads of Rum, sent into Georgetown, S. Carolina, by the privateer General Armstrong. The Tartar being chased by a British government brig, was wrecked on the bar; cargo and people saved.

409. Schooner Fox, a British tender of three guns, commanded by the 1st lieutenant of a 74, captured by the Hero of Stonington, (Con.) fitted out for the occasion, and manned by volunteers.

410. Brig London Packet, from London, for St. Michael's; taken by the Paul Jones, and wrecked on Nantucket.

411. Schooner Farmer, of Nassau, N. P. laden with cotton, captured by the Sparrow of Baltimore, but given up. The captain of the Farmer, speaks in the highest terms of the liberal conduct of capt. Burch of the Sparrow. The most trifling article was not permitted to be touched; he would not even receive some poultry without paying for it.

412. Schooner ——, sent into Machias, by the Wasp of Salem.

413. Schooner Crown, a British privateer fitted out at that place, manned by volunteers.

414. Ship —— worth from 4 to \$500,000, sent by the privateer "True blooded Yankee," to Brest.

415. Brig Malvina, 10 guns, from the Mediterranean for London, laden with wine, &c. captured by the letter of marque, schooner Ned of Baltimore, on her way home from France, and sent to N. Carolina.

416. Brig Charlotte, with a cargo of dye-wood, &c. captured off the English channel, by the Montgomery of, and sent to Salem.

417. Brig Duke of Gloucester, of ten guns, taken at York, by the squadron under commodore Chauncy.

418. Privateer schooner Richard, captured by the Holkar, of N. York, and sent into Savannah.

419. Privateer sloop Dorcas, taken by the Holkar, the armament, &c. destroyed, and given up to exchange the prisoners.

420. Brig Edward, 8 guns, from Brazil, for London, laden with 180 tons of cotton, &c. a valuable prize, and sent by the Alexander to Salem.

421. Schooner ——, taken by the Alexander, her valuable articles taken on board the privateer, and then given up to the prisoners.

422. Brig —— from Jamaica, for Halifax, laden with rum, sent by the Fox privateer to Portsmouth.

423. Ship Nancy of —— guns, captured by the Yorktown, of New York, and sent to Bristol, R. I. From the size and armament of the Nancy, she was taken for the Essex frigate.

424. Schooner ——, of 8 guns, captured at York, in Upper Canada, by the squadron under commodore Chauncy.

425. Schooner Delight, from Bermuda, for Halifax, laden with wine and silks, sent into Machias, by the privateer boat Fame of Salem.

426. King's packet Mary-Ann, 12 guns, from Malta, having touched at Gibraltar, for England; captured, after an obstinate battle, by the Governor Tompkins of N. York—\$60,000 in gold and bullion, *and the mail*, were among the spoils of the conquerors. The privateer had no person hurt; one man was killed on board the packet: sent to Boston.

427. Ship Dromo, 12 guns, from Liverpool for Halifax, with a cargo invoised at *seventy thousand pounds sterling*, sent by the Thomas of Portsmouth, to Wiscasset.

428. Brig ——, sent into Boothbay, by the Thomas, with a very valuable cargo.

It is said these two vessels will produce the captors more than \$500,000.

429. The Corvette ship *Invincible Napoleon*, 16 guns, captured by the Young Teaser, of New York, and sent to Portland.

This ship was originally a French Privateer ; captured by the British sloop of war Mutine ; recaptured in the English channel by the Alexander of Salem, and sent to *Cape Ann* ; recaptured by the Shannon and Tenedos frigates ; and re-re-captured by the Teazer.

430. Packet Ann, of 10 guns, a valuable prize, sent by the young Teazer to Portland.

431. Schooner Grey-Hound, laden with fish and oil, sent by the Teazer, to Portland.

432. Brig ——, by the governor Plumer privateer of, and sent to Portsmouth.

433. British packet Express, 12 guns and 38 men, captured off the coast of Brazil, by the Anaconda, of New York ; divested of her specie \$80,000, and given up to discharge the prisoners.

434. Brig Mary, laden with wine, valuable ; 8 guns, 160 pipes of wine, 150 bales of paper, and \$10,000 worth of silk, sent by the Anaconda to New Haven.

435. Ship William, 10 guns, with a valuable cargo of dry goods, crates, wine, &c. from Cork for Buenos Ayres, captured by the Grand Turk of, and sent to Salem.

436. Brig Harriot, with a cargo of hides, tallow, &c. from Buenos Ayres, and sent by the Anaconda, of New York, to New York

437. Brig Mars, with rum, hides, &c. by the Fox of, and sent to Porthsmouth.

438. Schooner Pearl, from Curracoa, for St. Croix, with a cargo of corn meal, &c. sent by the Liberty of Baltimore, to Savannah.

439. Sloop ——, a British privateer of — guns, captured by the Liberty of Baltimore, and divested of her armament and valuable articles, and then given up for want of room for the prisoners.

440. Brig ——, captured and burnt by the Governor Plumer privateer. She was bound from Hull to Halifax.

441. Brig ——, from Lisbon to London, with a cargo of cotton, taken by the letter of marque schooner Sabine, of Baltimore, on her way to France, and burnt.

442. Brig Kingston Packet, with a valuable cargo of rum and sugar, captured by the Globe, of Baltimore, and sent into Ocracoc, N. Carolina.

443. Schooner Britannia, from St. John's, for the W. Indies, sent by the Grand Turk, to Portland.

444. Ship Loyal Sam, 10 guns, from Nassau, New Providence, for England, captured by the letter of Marque schooner Siro, of Baltimore, on her passage from France. The Loyal Sam, had \$23,500, in specie, on

board, and a quantity of indigo, all arrived safe at Portland.

445. Ship Venus, 14 guns, from Cadiz, for Newfoundland, with a full cargo, sent by the Globe, of Baltimore, to Beaufort, S. C.

446. Brig David, from Waterford, for Halifax, laden with provisions, sent by the Governor Plumer, privateer, to Portsmouth.

447. Brig Ajax, 2 guns, captured by the Governor Tompkins. A large quantity of dry goods taken out, and landed at New York.

448. Brig Hartley, 2 guns, from Gibraltar, for St. Salvador, taken by ditto, and burnt.

449. Transport Ship, from Lisbon for England, captured by the letter of marque Belona, of Philadelphia, on her passage from France. The prisoners were paroled for exchange, and the vessel redeemed.

450. Brig General Prevost, from Halifax, for Demarara, captured by the Rolla, of Baltimore, and sent into New Orleans.

451. Schooner Brown, of London, captured by the letter of marque schooner Bellona, of Philadelphia, and ransomed.

452. Thames ——, guns, 312 tons, with 180 tons of cotton, from St. Salvador, for London, sent by the Yankee, of Portsmouth, to Portland. This vessel is reported to have had on board, a large quantity of specie.

453. The noted Schooner Liverpool Packet, —— guns, taken by the Thomas of, and sent to Portsmouth.

454. Brig ——, from South America, for London, with a valuable cargo of hides, tallow, &c. sent by the York Town, of New York, to Providence.

455. Ship Susan, of Liverpool, from Gibraltar, for that port, captured by an American letter of marque, and taken to Marennes, Fr.

456. Ship Seaton—captured by the Paul Jones, and afterwards burnt by the Globe, of Baltimore, at the request of the prize master, she not being sea-worthy.

457. Schooner Elizabeth, from Lisbon, for London, captured by the Globe, and burnt.

458. Ship Pelham, from Lisbon, for Figaro, laden with rum, captured by ditto and ditto.

459. Brig Margaret, 220 tons, 10 guns, laden with 1000 hhds of salt, from Cadiz, for Newfoundland; captured by the America of, and sent to Salem.

460. Schooner Lady Murray, commanded by a lieutenant of the navy, with 21 men, laden with military stores, worth \$20,000, captured by the Lady of the Lake, and taken to Sackett's Harbor, L. Ontario.

461. Brig Morton, 12 guns, from London, for Madeira, captured by the York Town, and divested of her dry goods, worth 17000 sterling.

462, 463, 464. Three schooners captured by the Young Teazer, and sent into Portland, one laden with salt, the other two with 146 puncheons of Jamaica Rum, and some Mahogany.

465. Brig Sally, Budford, of London, from Plymouth, to Pictou, in ballast, with some cordage and

crockery—mounting four 4 pounders. Prize to the Benjamin Franklin.

466. Brig ——, from Jamaica, prize to the Teazer—N. York.

467. Brig Hero, from St. Andrews, by ditto, sent to Castine.

468. Brig Resolution, with a cargo of flour, prize to the Nancy, Captain Smart, sent to Portland.

469. Brig Hero, from Guernsey, in ballast, taken by the Essex, and burnt.

470. Brig James and Sarah, captured by the Essex, and ransomed.

471. Brig ——, from Madeira, for Jamaica, laden with wine. Prize to the Marengo, and sent to New London.

472. Brig ——, from the Leeward Islands, to Guernsey, mounting 6 guns, with a full cargo of West India produce, prize to the General Armstrong, and sent to Martha's Vineyard.

473. Brig ——, with a cargo of salt, cut out from Turks Island, by the Orders in Council, and arrived December 17, at N. York.

474. Brig ——, a light new vessel from Gibraltar, to Halifax, prize to the John, arrived August 6th, at Boston.

475. Brig Ann, prize to the Teazer, arrived at an Eastern Port.

476. Brig Thomas, from Aberdeen, for the St. Lawrence, mounting 2 guns, in ballast, captured by the Decatur, and sent as a cartel to Halifax.

477. Brig Tulip, British property under American colors, captured by the Atlas, captain Maffit, and sent to Philadelphia.

478. Brig ——, 14 guns, sent by the Holker, March 11, to N. York.

479. Barque ——, captured by the Dolphin, captain Endicott, (2d cruise) and burnt.

480. Ship ——, in ballast with specie, captured by the Revenge, December 29, and sent to Wilmington, N. Carolina.

481. Ship Eliza Ann, from Liverpool, prize to the Yankee, arrived at Boston.

482. Schooner Success, from Newfoundland, for New Brunswick, with 250 barrels of Salmon, prize to the Benjamin Franklin.

483. Schooner Lady Clark, prize to the Bunker's Hill, arrived at N. York.

484. Schooner Sally, from Sidney, Nova Scotia, prize to the Wiley Reynard, arrived at Boston.

485. Schooner Bloude, from Dominico, for St. John's, prize to the John.

486. Schooner ——, from Jamaica, with 160 puncheons of Rum, prize to the John, arrived at Salem.

487. Armed Schooner Dorcas, taken by the Liberty, of Baltimore, divested of her dry goods, &c. and released.

488. Sloop Eagle, a tender to the Poictiers, off New York, captured by a fishing smack, fitted out for the purpose.

 See the following authentic account.

A Coup de main. Yesterday forenoon a fishing smack was sent out from Musquito Cove, by commodore Lewis, who has the command of a flotilla of gun boats, stationed off the Hook, for the purpose of taking by stratagem, the sloop Eagle, tender to the British 74, Poictiers, cruizing off and on Sandy Hook, lighthouse, which succeeded to a charm.

The smack, named the Yankee, was borrowed of some fisherman, at Fly-market, and a calf, a sheep, and a goose, purchased and secured on deck. Between 30 and 40 men, well armed with muskets, were secreted in the cabin, and fo-repeak of the smack. Thus prepared she stood out to sea, as if going on a fishing trip to the banks, three men only being on deck, dressed in fishermen's apparel, with buff caps on.—The Eagle, on perceiving the smack, immediately gave chase, and after coming up with her, and finding she had live stock on board, ordered her to go down to the commodore, then about five miles distant.

The helmsman of the smack, answered, aye, aye, sir, and apparently brought up the helm for that purpose, which brought him alongside the Eagle, not more than three yards distant. The watch word *Lawrence*, was then given, when the armed men rushed upon deck from their hiding places, and poured into her a volley of musketry, which struck her crew with dismay, and drove them all down so precipitately into the hold of the vessel, that they had not time to strike their colours. Seeing the deck was cleared of

the enemy, sailing master Percival, who commanded the expedition, ordered his men to cease firing. Upon which one of the enemy came out of the hold and struck the colors of the Eagle. She had on board a thirty-two pound brass howitzer, loaded with canister shot; but so sudden was the surprize, they had not time to discharge it. The crew of the Eagle, consisted of H. Morris, master's mate of the Poictiers, W. Price, midshipman, and 11 marines. Mr. Morris, was killed, and Mr. Price mortally wounded, one marine killed, and one severely wounded.

The Eagle with the prisoners, was brought up to town and landed at White Hall, in the afternoon, amidst the shouts and plaudits of thousands of spectators, assembled on the battery, celebrating the fourth of July!

489. Brig Union, from Ireland, laden with provisions, captured by the True Blooded Yankee, and sent to Abrevrehe, France.

490. Ship Aurora, from Belfast, to London, taken by the same, and sent to Roscoff. France.

491. Ship of 20 guns, chased on shore, on the coast of Africa, by the Rambler, of Bristol.

492. Ship Integrity, from Waterford, to Lisbon, captured between Waterford, and Cork, by the True Blooded Yankee, and taken to Norway.

493. Brig Avery, from Mogadore, 12 guns, laden with gums, almonds, beeswax, skins, &c. valued at \$200,000, sent by the York Town, to N. Bedford.

494. Ship Susan, from Liverpool, for Gibraltar, captured by an American privateer, and sent to Marseilles, France.

495. Ship Fox, for Lisbon, captured off *Cape Clear*, after a running fight of about an hour, by an American vessel, unknown. She went down in half an hour after her capture.

496. Schooner Leonard, taken and sunk in *Dublin bay*, by the Full Blooded Yankee.

497. Brig Betsy, with a full cargo of wine, raisins, &c. from Malaga, for St. Petersburg, valued at \$75,000, sent by the Jack's Favorite, to Plymouth.

498, 499, 500. Three vessels captured by the America, of Salem, and given up to discharge the prisoners.

501. Ship Nero, 12 guns, 400 tons, from Madeira, to Liverpool, sent by the Mithridates, to Salem.

502. Schooner Sally, 1 gun, Rum and molasses, for Dublin, prize to the Adamant, sent to Portsmouth.

503. Sloop Acasta, Riddle, from Porto Rico, to London, taken and burnt.

504. Ship Montezuma, 16 guns, 35 men, bullion and specie, estimated at \$300,000, took out the valuables, and gave her up to discharge the prisoners.

504. Schooner Three Sisters, of Bermuda, with a cargo of flour, &c. sent by the Saucy Jack, of Charlestown, to St. Mary's.

505. Schooner Gen. Horseford, of 210 tons, with a valuable assorted cargo, sent by the Decatur, to Savannah.

506. Brig Tom, from London, to Nova Scotia, in ballast, captured by the Minerva, but foundered soon after—crew saved.

507. Brig Nelly, from Cork for Newfoundland, captured by the Fox, of Portsmouth, and after dispossessing her of her valuable articles, burnt her.

508. Sloop Peggy, from Greenock, to Limerick, captured by the Fox, and ransomed.

509. Schooner Brother and Sister, from Liverpool for Westport, captured by the Fox, and burnt.

510. Brig Louisa, captured by the Fox, and ransomed.

511. Sloop Fox, from Liverpool for Limerick, cargo very valuable, captured by the Fox, and sent to France.

512. Sloop William and Ann, from Newcastle, for Galloway, captured by the Fox, and sent to France.

513. Sloop James and Elizabeth, captured by the Fox, and ransomed.

514. Brig Chance, from Liverpool to Newfoundland, captured by the Fox, and sent to Norway.

515. Brig Mary, from Cork for Pictou, captured by the Fox, and burnt.

516. The Venus, an American ship, carrying enemies property, to the amount of \$60,000, sent by the Dolphin, to Salem, (and condemned.)

517. Brig Morton, laden with dry goods, hardware, &c. captured by the York Town, and sent to Wilmington, N. C.

518. "His Majesty's" schooner Dominica, fifteen guns and 88 men, captured by the privateer Decatur, of Charleston, of seven guns and 103 men, after a desperate action.

See the Recapitulation.

Charleston, Aug. 21.

Relation of the battle between the American privateer *Decatur*, armed with 6 12 pound carronades, and one 18 pounder, on a pivot, with 103 men, commanded by captain Dominique Diron; and His Britannic Majesty's schooner Dominica, of twelve twelve pound carronades, two long sixes, one brass 4 pounder, and 1 32 pound carronade, on a pivot, with 88 men, commanded by lieutenant George Wilmot Barrette—carried by boarding.

On the 5th of August, 1813, lat. 23, 4 North long.—standing north—at half past 10 in the morning, the man at the mast head discovered two sails to the southward—at 11 these vessels were ascertained to be a ship and a schooner—at half past 11 went about, and stood towards them, in order to reconnoitre—at half past 12, found ourselves abreast of the schooner, which hoisted English colours; at one, the Decatur wore round; half an hour after, the schooner fired a shot, without effect; the captain then gave orders to prepare every thing for action, to load all the cannon and musketry, to have the grapplings, swords, &c. ready, having previously got up the necessary ammunition, water, &c. from below, ordered the hatches to be fast-

ened down.—At 2 o'clock, this schooner having wore, in order to take the schooner abaft, she fired another shot which passed over us; at a quarter past 2, fired our large gun, and hoisted American colours at the peak; we fired our piece a second and third time; which she answered by firing two guns from her battery; our distance was now about half gun shot; it was now half past two o'clock; the schooner evinced a desire to bear away; observing this, the Decatur hauled upon the larboard tack, in order to present her bow to the enemy; ten minutes after, the enemy fired a whole broadside, which caused no other damage to the Decatur, than some trifling injury to the rigging. After having answered her by a shot from our eighteen pounder, the captain of the Decatur ordered every one to his post, in order to carry her by boarding, when the necessary preparations were made for that purpose; it was now about three quarters past 2, the distance about pistol shot.—The crew of the Decatur having cheered preparatory to boarding, she seized the opportunity to fire a broadside into us, which killed two of our men, and otherwise materially injured our rigging and sails. The Decatur continued to follow up the manœuvres of the enemy, endeavored again to board her, which she once more avoided and fired another broadside. The captain of the Decatur having ordered the drum to beat the charge, the crew cried out to board. At that moment we endeavored again to board her, which the enemy could no longer resist, and which was effected by passing into her stern, over

our bowsprit, our jib-boom running into her main sail. It was now half past 3—the fire from the artillery and musketry was terrible, and well supported on both sides. The enemy not being able to disengage himself, dropped alongside; and it was in this position that captain Diron ordered his whole crew to board, armed with pistols, sabres, &c. which order was executed with the promptitude of lightning—Mr. Vincent Safifth, 1st prize master, and quarter-master Thomas Wasborn, were the first two on board of the enemy; in doing which, the prize master received 3 wounds; the crew of the enemy fought with as much courage and bravery, as that of the Decatur did with valor and intrepidity. Fire arms now became useless, and the crews were fighting hand to hand with cutlasses, and throwing cold shot; when the captain of the enemy and the principal officers being killed, the deck covered with dead and wounded, the English colors were hauled down by the conquerors. In consequence of the orders given by the captain of the Decatur, the vessels were then separated, the rigging and sails being in the worst state possible.

During the combat, which lasted an hour, the king's packet Princess Charlotte, remained a silent spectator of the scene, and as soon as the vessels were disengaged from each other, she tacked about and stood to the southward. She had sailed from St. Thomas, bound to England, under convoy, to a certain latitude, of the Dominica

Killed and wounded on board the Decatur.

Killed 4—wounded 16—one of whom (the carpenter) since dead.

On board the Dominica.

Killed 13—wounded 47—5 of whom since dead of their wounds. Total killed and wounded 60.— Among the killed G. W. Barrette, commander; Mr. I. Sacker, master; Mr. D. Brown, purser; Mr. Archer and Mr. Parry, midshipmen—wounded Mr. J. Nichols, midshipman. The surgeon and one midshipman were the only officers on board who were not wounded. The lieutenant on shore, sick.

Remarks of the Charleston Courier.

From the above statement it would appear that this engagement has been the most bloody, and the loss in killed and wounded on the part of the enemy, in proportion to the number engaged, perhaps the greatest to be found in the records of naval warfare. The surviving officers of the Dominica attribute the loss of their vessel to the superior skill of the Decatur's crew in the use of musketry, and the masterly manœuvring of that vessel, by which their carriage guns were rendered entirely useless. Captain Barrette was a young man of not more than 25 years of age; he had been wounded early in the action by two musket balls in the left arm, but he fought till the last moment, refusing to surrender his vessel, although he was urged by the few survivors of his crew to do so; declaring his determination not to sur-

sive her loss. One of the lieutenants of the *Decatur* received a severe sabre wound in the head, from captain Barrette, a few moments before he fell.— Captain Diron is a Frenchman, and most of the officers and crew of his vessel are his countrymen ; they have done themselves immortal honor by their humanity and attention towards their prisoners after victory, which are spoken of with high marks of approbation, by the surviving officers of the enemy's vessel.

The crew of the *Dominica*, with the exception of 8 or 10 boys, were fine looking young men ; but to see them in the mangled state in which they arrived, was enough to freeze the blood of one not accustomed to such sights, with horror. Among the crew is a small boy, not eleven years old, who was twice wounded, while contending for victory upon her deck.

The *Dominica* is the vessel that captured the privateer schooner *Providence*, of Rhode Island, some months before, in the West Indies ; and it was remarked by one of her officers, as she was coming up the harbor, that the American ensign and pennant, which were then flying over those of Britain, were the ones which belonged to the *Providence*, when captured by them.

The day after capturing the schooner, the *Decatur* fell in with, and captured, without any action, the British ship *London Trader*, from Surinam, bound to London, with a cargo consisting of 209 hds. of

sugar, 140 tierces, 55 hhds. of rum, 700 bags of coffee, about 50 or 60 bales of cotton, and some other articles —she arrived safely in five fathom hole.

There never was a greater instance of good fortune perhaps, than that experienced in the critical moment of their arrival on the coast—Had they arrived one day sooner, they would have stood a great chance to have fallen into the hands of the enemy's brigs, which had been cruising off and on, and which had that day passed the bar and stood to the southward, with the wind at N. E. on Thursday morning. The *Decatur*, with her prizes, made the land near Georgetown, on the same day, and running down the coast that night, were directly off the bar the next morning.

519. Ship London Trader, 2 guns, from Surinam for London, sent by the *Decatur*, to Charleston.

She had a cargo of 209 hhds. sugar, 140 tierces of molasses, 55 hhds. rum, 700 bags of coffee, 50 or 60 bales of cotton and some other articles. It may be here worthy of remark, that the late act of Congress reducing the duty on prize goods, acts as a bounty on this cargo as follows, viz.

209 hhds. sugar, 12 wt. each 2 2-1 cts. per. lb.	\$6,220
140 tierces of molasses, 100 gal. ea. 5 cents per gallon,	700
55 hhds. rum—115 gal. ea. 28 cts. per gal.	1,771
700 bags of coffee—120lb. ea. 5 cts. per lb.	4,200
Whole reduction or bounty,	\$12,891

N. B. On board these two prizes there were 70 prisoners, which at \$25 each is \$1,750 making the whole bounty \$14,641.

Three cents per lb. might be estimated upon cotton; but as it goes to a bad market, we shall not take it into the account.

520, 521, 522, 523, 524. Brigs Good Intent, Venus, Happy, barque Reprisal, and schooner Elizabeth, captured by the Snap Dragon, of North Carolina and destroyed or given up. The privateer when last seen, had in company the brig Ann, from England, for Nova Scotia, with a full cargo of cloths, cassimeres, &c. valued at \$500,000.

525. Privateer Fly, --- guns, captured by the United States' brig Enterprize, and sent to Portsmouth.

526. Schooner Ceres, captured by the Yankee, and sent to France.

527. Barque Henrietta, sent, by the Snap Dragon, of Newbern, to Beaufort, N. Carolina. "

528. Brig Ann, with a cargo of dry goods worth \$500,000, captured by the Snap Dragon.

529. Schooner Flying Fish, taken by the Saucy Jack, and released after dispossessing her of goods to the value of \$1000.

530. Sloop Catharine, laden with salt, taken by the Saucy Jack, and sent to Cape Henry, Hayti.

531. Schooner Kate, with salt fish, captured by the Saucy Jack, and sent to Cape Henry, Hayti.

532. Ship Louisa, 10 guns, laden with ——, taken by the Saucy Jack and burnt, to prevent her from falling into the hands of a British man of war in chase.

533. Brig Three Brothers, 10 guns, laden with 2646 bags and 40 tierces of coffee, and sent by the Snap Dragon, to St. Mary's.

~~BP~~ The bounty on the cargo, with that for the prisoners, amounted to more than \$20,000.

534. Brig Earl of Moira, from Liverpool, for St. Andrews, in ballast, sent by the Industry of Marblehead, to Machias.

535. Schooner ——, laden with a few hhds. of rum, sent by the privateer boat Terrible, to Machias.

536, 537: Two enemy vessels, trading between the United States and the port of Nova Scotia, worth \$5,000, sent by the Halkar and Swiftsure, to Machias.

The 'well inclined' captains made their escape, fearing the reward.

538. Schooner Louisa, of 202 tons, 1 gun, and 26 men, from St. Vincent, for St. John's, a first rate vessel, Baltimore built, with a cargo of 100 hhds. of rum and 50 bils. sugar, sent by the letter of marque schooner Expedition, of Baltimore, to Newport.

~~BP~~ The *bounty* on this vessel and her crew, is more than \$4000.

539. Privateer King of Rome, captured and destroyed by the United States' brig Argus, on her passage for France.

540. A ship laden with fish, sent by the United

States' frigate President, commodore Rogers, to Bory deaux.

541. A schooner, sent by ditto to Bayonne.

542, 543, 544. Three vessels sent by the True Blooded Yankee, to France.

545, 546. Two vessels captured by the letter of Marque Leo, and taken to France.

547. A homeward bound East Indiaman, captured by the Leo, worth \$500,000—she was retaken by a sloop of war, but the bullion, she had on board, worth \$60,000, was carried by the Leo, to France.

548. Brig, captured by the letter of marque Brutus, on her passage to France, and ransomed for \$5,000.

549. A schooner ——, captured by the General Armstrong and burnt.

550. "His Britannic Majesty's" fine brig of war Boxer, of 18 guns, taken by the United States' brig Enterprise, of 16 guns, and carried into Portland.

See the official account.

United States' brig Enterprise,

Portland, 7th September, 1813.

SIR—In consequence of the unfortunate death of lieutenant-commandant William Burrows, late commander of this vessel, it devolves on me to acquaint you with the result of the cruize. After sailing from Portsmouth, on the first instant, we steered to the Eastward; and on the morning of the third, off Wood Island, discovered a schooner, which we chased into this harbor, where we anchored. On the morning of

the 4th, weighed anchor and swept out, and continued our course to the eastward. Having received information of several privateers being off Manhagan, we stood for that place; and on the following morning, in the bay near Penguin Point, discovered a brig getting under way, which appeared to be a vessel of war, and to which we immediately gave chase. She fired several guns, and stood for us, having four ensigns hoisted. After reconnoitering and discovering her force, and the nation to which she belonged, we hauled upon a wind to stand out of the bay, and at 3 o'clock shortened sail, tacked to run down with an intention to bring her to close action. At twenty minutes after 3 P. M. when within half pistol shot, the firing commenced from both, and after being warmly kept up, and with some manœuvring, the enemy hailed and said they had surrendered, about 4 P. M.—*their colours being nailed to the masts, could not be hauled down.* She proved to be his B. M. brig Boxer, of 14 guns, Samuel Blythe, Esq. commander, who fell in the early part of the engagement, having received a cannon shot through the body. And I am sorry to add that Lieutenant Burrows, who had gallantly led us into action, fell also about the same time by a musket ball, which terminated his existence in eight hours.

The Enterprize, suffered much in spars and rigging, and the Boxer in spars, rigging and hull, having many shots between wind and water.

It would be doing injustice to the merit of Mr. Tillinghast, second lieutenant, were I not to mention the

able assistance I received from him during the remainder of the engagement, by his strict attention to his own division and other departments. And of the officers and crew generally, I am happy to add, their cool and determined conduct have my warmest approbation and applause.

As no muster roll that can be relied on, has come to my possession, I cannot exactly state the number killed and wounded on board the Boxer, but from information received from the officers of that vessel, it appears there were between twenty and twenty-five killed, and fourteen wounded. Enclosed is a list of killed and wounded, on board the Enterprize.

I have the honor to be,

EDWARD R. M'CALL, *Senior officer.*

The Hon. Wm. Jones, Secretary of the navy.

Isaac Hull, Esq. commanding naval officer,
on the Eastern station.

List of killed and wounded on board the United States' brig Enterprize, in an engagement with the British brig Boxer, the 5th Sept. 1813.

Killed.—Nathaniel Garren, ordinary seaman.

Wounded.—William Burrows, Esq. commander (since dead) Kelvin Waters, midshipman, mortally; Elisha Blossom, carpenter's mate, (since dead) David Norton, quarter-master; Russel Coats, quarter-master; Thomas Owings, quarter-master; Benjamin Cammon, boatswain's mate; Scuiler Prapley, seaman; James Snow, do; Snow Jones, do; Peter Bar-

nard, ordinary seaman; William Thomas, 2d seaman; John Fitzmere, marine.

EDWARD R. M'CALL, *Senior officer.*

551. Schooner ——, from the West Indies, for Halifax, with a cargo of sugar, and coffee, captured by the Mate, (an American) and some of the crew, and taken to Castine.

552. Schooner ——, laden with salt, captured by the privateer boat Terrible, and ransomed.

553. Brig ——, deeply laden with dry goods, invoiced at £33,000 sterling, equal to \$368,520, sent by the Snap Dragon, to Newbern.

554. Ship Reprisal, from Scotland, for Bay Chaleur, captured by the Frolic, of Salem, and burnt.

555. Brig Friends, of Bristol, for Pictou, captured by ditto, and ditto.

556. Brig Betsy, captured by ditto, and ditto.

557. Brig ——, from Newfoundland, laden with fish, sent, by the letter of marque schooner Pilot, of Baltimore, to Bordeaux.

558, 559, 560, 561. Four vessels captured by the Lovely Cordelia, and burnt.

562. Schooner ——, cut out of Setang harbor, by a *privateer boat*.

563. Galliot, Guttle Hoffnung, of Portsmouth, (England) captured by the Frolic, of Salem, and burnt.

564. Brig Jane Gordon, of London, 8 guns, and 20 men, captured by the Frolic, of Salem, dispossessed of her valuable articles, and burnt.

565. Schooner, captured by ditto, and converted into a cartel, to discharge prisoners.

566. Ship Grotias, of London, captured by ditto, and sent into Portland.

567, 568. Schooners Vigilant and Susan, captured by ditto, and given up to the prisoners.

569. Sloop ——, laden with dry goods, sent by a privateer boat belonging to Beer Island, to Ellsworth.

570. *His Britannic Majesty's* ship DETROIT, 19 guns, and two howitzers, captured on Lake ERIE, by commodore Perry.

571. *His Britannic Majesty's* ship QUEEN CHARLOTTE, 17 guns, one howitzer. Ditto per ditto.

572. *His Britannic Majesty's* schooner LADY PREVOST, ditto per ditto.

573. *His Britannic Majesty's* sloop LITTLE BELT, ditto per ditto.

574. His B. M. brig HUNTER—do. per ditto.

575. His Britannic Majesty's schooner CHIPPAWAY, ditto per ditto.—See official details below.

Copy a letter from Commodore Perry to the Secretary of the Navy.

United States' Brig Niagara, off the Western Sister, Head of Lake Erie.

Sept. 10th, 1813, 4 P. M.

SIR—It has pleased the Almighty to give to the arms of the United States a signal victory over their enemies on this Lake. The British squadron, consisting of two ships, two brigs, one schooner and one sloop,

have this moment surrendered to the force under my command, after a sharp conflict.

I have the honour to be,

Sir, very respectfully,

Your obedient servant.

O. H. PERRY.

Hon. WILLIAM JONES.

Secretary of the Navy.

*United States' brig Niagara, off the Western Sister,
Head of Lake Erie,*

Sept. 10th, 1813. 4 P. M.

Dear General—We have met the enemy; and they are ours. Two ships, two brigs, one schooner and one sloop.

Yours with great respect and esteem.

O. H. PERRY.

Gen. Harrison.

September, 11th, 1813.

Dear Sir,—We have a great number of prisoners, which I wish to land: will you be so good as to order a guard to receive them: and inform me the place? Considerable numbers have been killed and wounded on both sides. From the best information we have more prisoners than we have men on board our vessels. In great haste,

Yours very truly.

O. H. PERRY.

General Harrison.

Copy of a letter from Commodore Perry to the Secretary of the Navy.

United States' schooner Ariel, Put-in-Bay,

September 13th, 1813.

SIR—In my last I informed you that we had captured the enemy's fleet on this lake. I have now the honor to give you the most important particulars of the action. On the morning of the 10th instant, at sunrise, they were discovered from Put-in-Bay, where I lay at anchor with the squadron under my command. We got under weigh, the wind light at South West and stood for him. At 10 A. M. wind hauled to S. E. and brought us to windward : formed the line and bore up. At 15 minutes before twelve the enemy commenced firing ; at 5 minutes before 12, the action commenced on our part. Finding their fire very destructive, owing to their long guns, and its being mostly directed at the Lawrence, I made sail and directed the other vessels to follow for the purpose of closing with the enemy.

Every brace and bowline being soon shot away, she became unmanageable, notwithstanding the great exertions of the sailing master. In this situation she sustained the action within canister distance, until every gun was rendered useless, and the greater part of her crew either killed or wounded. Finding she could no longer annoy the enemy, I left her in charge of lieutenant Yarnall, who, I was convinced, from the bravery already displayed by him, would do what would comport with the honor of the flag. At half past two, the wind springing up, captain Elliott was

enabled to bring his vessel, the Niagara, gallantly into close action. I immediately went on board of her, when he anticipated my wish by volunteering to bring the schooners, which had been kept astern by the lightness of the wind, into close action. It was with unspeakable pain that I saw, soon after I got on board the Niagara, the flag of the Lawrence come down, although I was perfectly sensible that she had been defended to the last, and that to have continued to make a show of resistance, would have been a wanton sacrifice of the remains of her brave crew. But the enemy was not able to take possession of her, and circumstances soon permitted her flag again to be hoisted. At 45 minutes past two the signal was made for "close action." The Niagara being very little injured, I determined to pass through the enemy's line, bore up and passed ahead of their two ships and a brig, giving a raking fire to them, from the starboard guns, and to a large schooner and sloop, from the larboard side at half pistol shot distance. The smaller vessels at this time having got within grape and canister distance, under the direction of captain Elliott, and keeping up a well directed fire, the two ships, a brig, and a schooner surrendered, a schooner and a sloop making a vain attempt to escape.

Those officers and men who were immediately under my observation evinced the greatest gallantry, and I have no doubt that all the others conducted themselves as became American officers and seamen. Lieutenant Yarnall, first of the Lawrence, although several times wounded, refused to quit the deck.

Midshipman Forrest (doing duty as lieut.) and sailing master Taylor, were of great assistance to me, I have great pain in stating to you the death of lieut. Brook, of the marines, and midshipman Laub, both of the Lawrence, and midshipman John Clarke, of the Scorpion: they were valuable and promising officers. Mr. Hambleton, purser, who volunteered his services on deck, was severely wounded late in the action. Midshipmen Claxton and Swartwout of the Lawrence, were severely wounded. On board of the Niagara, lieuts. Smith and Edwards, and midshipman Webster, (doing duty as sailing master) behaved in a very handsome manner. Capt. Brevoort, of the army, who acted as a volunteer in the capacity of marine officer, on board that vessel, is an excellent and brave officer, and with his musketry, did great execution. Lieut. Turner, commanding the Caledonia, brought that vessel into action in the most able manner, and is an officer who, in all situations, may be relied on. The Ariel, lieut. Packet, and Scorpion, sailing master Champlin, were enabled to get early into action, and were of great service. Capt. Elliott speaks in the highest terms of Mr. Magrath, purser, who had been dispatched in a boat on service previous to my getting on board the Niagara; and, being a seaman, since the action has rendered essential service in taking charge of one of the prizes. Of captain Elliott, already so well known to the government, it would be almost superfluous to speak. In this action he evinced his characteristic bravery and judgment, and since the close of the

action, has given me the most able and essential assistance.

I have the honor to enclose you a list of the killed and wounded, together with a statement, of the relative force of the squadrons. The capt. and first lieut. of the Detroit were killed.—Captain Barclay, senior officer, and the commander of the Lady Prevost, severely wounded. Their loss in killed and wounded I have not been able to ascertain, it must, however, be very great.

Very respectfully,

I have the honor to be, sir,

Your obedient servant,

O. H. PERRY.

The Hon. Wm. Jones,
Secretary of the navy.

Copy of a letter from Commodore Perry to the Secretary of the Navy.

United States schooner Ariel, Put-in-Bay,

September 13th, 1813.

SIR,—I have caused the prisoners taken on the 10th instant, to be landed at Sandusky, and have requested Gen. Harrison to have them marched to Chillicothe, and there to wait until your pleasure shall be known respecting them.

The Lawrence has been so entirely cut up, it is absolutely necessary she should go into safe harbor. I have therefore directed lieut. Yarnall to proceed to Erie in her, with the wounded of the fleet, and dismantle, and get her over the bar as soon as possible.

The two ships in a heavy sea this day at anchor lost their masts, being much injured in the action. I shall haul them into the inner bay at this place, and moor them for the present. The Detroit is a remarkably fine ship, sails well, and is very strongly built. The Queen Charlotte is a much superior vessel to what has been represented. The Lady Prevost is a fine large schooner. I also beg your instructions respecting the wounded. I am satisfied, sir, that whatever steps I might take, governed by humanity, would meet your approbation. Under this impression, I have taken upon myself to promise capt. Barclay, who is very *dangerously* wounded, that he shall be landed as near Lake Ontario as possible, and I had no doubt you would allow me to parole him. He is under the impression that nothing but leaving this part of the country, will save his life.

There is also a number of Canadians among the prisoners, many who have families.

I have the honor to be, sir,
Your obedient servant,
O. H. PERRY.

The Hon. WM. JONES,
Secretary of the Navy.

Statement of the force of the British squadron,

Ship Detroit 19 guns—1 on a pivot
and two howitzers.

Queen Charlotte	17	do.	1	do.
Schr. Lady Prevost,	13	do.	1	do.
Brig Hunter,	10	do.		
Sloop Little Belt,	3	do.		
Schr. Chippeway,	1	do.	and 2	swivcls.

—
63 guns.

*Note.—*The Detroit is a new ship, very strongly built, and mounts long 24's, 18's and 12's.

Statement of the force of the United States' squadron.

Brig Lawrence,	20	guns.
Niagara,	20	do.
Caledonia,	3	do.
Schr. Ariel,	4	do. 1 burst early in the ac- tion.

Scorpion,	2	do.
Somers,	2	do.
Tigress,	1	do.
Porcupine,	1	do.
Sloop Trippe,	1	do.

—
54

The exact number of the enemy's force, has not been ascertained, but I have good reason to believe that it exceeded ours by nearly one hundred men.

List of killed and wounded on board the United States' squadron, under command of O. H. Perry, Esq. in the action of the 10th of September, 1813.

On board the Lawrence.

Killed.—John Brooks, lieutenant of marines; Henry Laub; Christian Mayhew, quarter-master; John W. Allen, do.; Joseph Kennedy, do.; John C. Kelly, private in the — regt. John Smith, seaman; Andrew Michael, seaman; William Cranston, ordinary seaman; John Hoffman, ordinary seaman; Charles Pohig, seaman; Nelson Peters, do; James Jones, do.; John Rose, do.; James Cayrt, sail maker's mate; Thomas Butler, seaman; Wilson Mays, carpenter's mate; James Brown, seaman; Etheldred Sykes, landsman; Philip Starpley, corporal of marines; Jesse Harland, private; Abner Williams, do.;—Total, 22.

Wounded.—John J. Yarnall, first lieutenant, slightly; Dulaney Forrest, second do. do.; Wm. N. Tayloy, sailor, do.; Samuel Hambleton, purser, severely; Thomas Claxton. Midshipman, do.; Augustus Swartwout, do. do.; Jonas Stone, carpenter, slightly; Wm. C. Keen, master at arms, slightly; Francis Mason, quarter-master, severely; John Newen, do. do. do.; Joseph Lewis, do. do. slightly; Ezekiel Fowler, do. do. do.; John E. Brown, quarter gunner, severely, William Johnson, boatswain's mate, do.; James Helan, do. slightly; George Corneil, carpenter's mate, do.; Thomas Hammond, armourer, do.; William Thompson, seaman, severely; George Varnum, do. do. .

James Moses, do. do. ; William Roe, do. do. ; Joseph Denning, do. do. ; William Daring, do. do. ; John Clay, do. do. ; Stephen Fairfield, do. do. ; George Williams, do. do. ; Lannon Huse, do. do. ; James Waddington, do. do. ; John Burnham, do. do. ; John Burdeen, do. do. ; Andrew Mattison, do. do. ; Jeremiah Easterbrooke, ordinary seaman, do. ; Henry Schroeder, do. do. ; Benoni Price, do. do. ; Thomas Robinson, do. do. ; Peter Kinsley, do. do. ; Nathan Chapman, do. do. ; Thomas Hill, do. do. ; Barney M'Cluir, do. do. ; William Dawson, seaman, do. ; Westerley Johnson, ordinary seaman, do. ; Samuel Spywood, do. do. ; Robert Hill, seaman, slightly ; Francis Cummings, ordinary seaman, severely ; Thomas Reed, do. do. ; Charles Vandyke, do. do. ; William Simpson, do. do. ; Jesse Williams, do. do. ; James Hadley, do. slightly ; James Bird, marine, severely ; William Burnett, do. do. ; William Baggs, do. do. ; David Christie, do. do. ; Henry Van Poole, do. do. ; Thomas Triff, landsman, do. ; Elijah Partin, do. do. ; John Adams, do. do. ; Charles Harrington, do. do. ; Wm. B. Perkins, do. do. ; Nathaniel Wade, boy, severely ; Newport Hazard, do. slightly.—61.

[On the morning of the action, the sick list of the Lawrence contained 31 unfit for duty.]

On board the Niagara.

Killed.—Peter Morell, seaman ; Isaac Hardy, ordinary seaman.—2.

Wounded.—John J. Edwards, lieutenant : John C. Cummings, midshipman ; Edward Martin, seaman, since dead ; Wm. Davis, ordinary seaman, do. ; Joshua

Trapnell, marine, do.; Ronvell Hall, ordinary seaman; George Platt, seaman; Elias Wiley, ordinary seaman; Henry Davidson, seaman; John Stribuck, ordinary seaman; John Freeman, do.; James Lansford, seaman; Thomas Wilson, do.; Charles Davidson, do.; Daniel Bennet, do.; John Filton, do.; Thomas Miller, marine; Sergeant Mason, marine; corporal Scott, do.; John Rumas, do.; George McManomy, do.; George Scoffield, do.; Samuel Cochran, do.;—25.

[On the morning of the action, the sick list of the Niagara, contained twenty-eight unfit for duty.]

On board the Caledonia.

Wounded.—James Artus, slightly; Isaac Perkins, do.; James Philips, do.;—3.

On board the Somers.

Wounded.—Charles Orden, Godfrey Bowman.—2.

On board the Ariel.

Killed.—John White, boatswain's mate.—1.

Wounded.—Wm. Sloss, ordinary seaman, slightly; Robert Wilson, seaman, do.; John Lucas, landsman, do.;—3.

On board the Trippie.

Wounded.—Isaac Green, soldier, 26th regt. badly; John Nailes, do. 17th, slightly.—2.

On board the Porcupine.

None killed or wounded.

On board the Scorpion.

Killed.—John Clark, midshipman; John Sylhammer, landsman.—2.

On board the Tigress.

None killed or wounded.

[Two days previous to the action, fifty-seven men unfit for duty, in the small vessels.]

RECAPITULATION.

	<i>Killed.</i>	<i>Wounded.</i>	<i>Total.</i>
Lawrence,	22	61	83
Niagara,	2	25	27
Caledonia,		3	3
Somers,		2	2
Ariel,	1	3	4
Trippe,		2	2
Scorpion,	2		2
—	—	—	—
	27	96	123

O. H. PERRY, *Capt. and senior officer.*

SAMUEL HAMBLETON, *Purser.*

576. Brig —— from Lisbon, to London, laden with wool, rice and cotton, captured by the letter of marque, schooner Grampus, of Baltimore, on her passage from France, and burnt.

577, 578. Two small vessels captured by the privateer boat, Terrible, of Salem.

579. Schooner Lilly, from Port au Prince, for London, captured by the letter of marque Schooner Pilot, of Baltimore, and after taking out some sugars, &c. given up.

580. Brig Mary-Ann, from St. Lucie, for St. John's, N. B. laden with 180 puncheons of rum, and 147 hogsheads molasses, captured by the Pilot, and ransomed for \$4000.

581. Brig ——, captured by the letter of marque

General Armstrong, on her passage to France, and burnt.

582, 583. A brig and a sloop, sent by the Industry of Salem, to Machias.

584. Packet Lapwing, captured by the Rattlesnake privateer, (fitted out at Bordeaux) and sent as a cartel to Falmouth.

585, 586. Two ships, taken by the True Blooded Yankee, and sent into France.

587. Sloop Traveller, with a cargo of 52 packages of dry goods, 13 casks of red, 70 crates of crockery-ware, 68 casks of copperas, 15 hogsheads of alum, 4 do. of sugar, sent by the privateer boat Lark, to Machias.

588. Packet Duke of Montrose, captured by the President, and sent to England as a cartel.

589. Brig Jane and Ann, captured by the President, and sunk.

590. Brig Daphne, captured by the President, and sunk.

591. Ship Eliza, 8 guns, captured by do., and ransomed for £6000.

592. Brig Alert, captured by do. and burnt.

593. Barque Lion, of 8 guns, captured by do. and ransomed for £3000.

594. "*His Majesty's*" Schooner High Flier, captured by ditto, and brought to Newport, R. I.

595. Ship Industry, captured by the True Blooded Yankee, taken to, and sold at Bergen, in Norway.

596. Ship London Packet, 14 guns, from Buenos Ayres, for London, laden with 16,000 hides, &c. captured by the letter of marque brig Argus, of Boston, on her voyage from France, and sent into Boston.—Estimated at \$16,000.

597. Brig Atlantic, from Trinidad, for Cork, laden with 320 hhds. of sugar, 90 seroons of indigo, and other valuable commodities, captured by the Argus, and ordered for the first port in the United States, the indigo worth \$20,000, taken out.

598. Brig Jane, captured by ditto, and ransomed to dispose of the prisoners, taken in the Atlantic.

599. Brig Jane, in ballast, captured by the Snap Dragon, and given up to dispose of the prisoners.

600. Brig Venus, captured by ditto and ditto.

601. Schooner Elizabeth, captured by ditto, divested of her valuable articles, and released.

602, 603. Brig Happy, and Barque Reprisal, captured by ditto and ditto.

604. British privateer Dart, 6 9lb. Caronades, and 6 swivels, captured by the United States' Revenue Cutter, Vigilant, captain Cahone, and carried into Newport.

 The following list of prizes, made by the late brig Argus, was published in a Plymouth (England) paper. It displays in incontrovertible characters, the efficiency of that kind of warfare, which has been uniformly and strenuously recommended by Mr. Niles, the able editor of the Baltimore Register, to wit, the fitting out a number of small vessels, to destroy the

trade of the enemy, which should be bound never to attempt to send in a prize, or fight a battle with a vessel of war, if it could possibly be avoided.

605. Schooner Salamanca, of Poole, from Oporto, to Newfoundland, *destroyed*.

606. Brig Susannah, from Madeira, to London, cargo destroyed; vessel sent to England with prisoners.

607. Brig Richard, from Gibraltar, to London, destroyed.

608. Brig Fowey, from Limerick, with prisoners, destroyed.

609. Sloop Lady Francis, from Limerick, with prisoners, destroyed.

610. Ship Barbadoes, a transport from Cork, to Limerick, in ballast, destroyed.

611. Brig Alliance, transport, from Cork, to Limerick, in ballast, destroyed.

612. Schooner Cordelia, from Antigua, to Bristol, destroyed.

613. Ship Betsy, of Bristol, sent to France; recaptured and sent to Plymouth.

614. Ship Mariner, of Bristol, destroyed.

615. Sloop, name unknown, from Poole, to Liverpool, with clay, destroyed.

616. Brig Helena, with clay, sent to England with prisoners.

617. Brig, name unknown, from Wales, to London, with slates: this brig was quite new, being her first voyage, destroyed.

618. Cutter Diana and Betty, from Ireland, to Ilfracombe, with bullocks, destroyed.

619. Ship Defiance, from Greenock to Newfoundland, destroyed.

620. Brig Baltic, from Barbadoes, to Dublin, destroyed.

621. Sloop, name unknown, with slates, iron, &c. cargo destroyed, vessel sent as a cartel.

622. Brig Belford, from Dublin, to London, cargo \$6,500, worth \$100,000, destroyed.

623. A Pilot boat belonging to Bristol, liberated.

624. Another vessel destroyed, particulars not known.

625. "*His Majesty's*," schooner Julia, captured by commodore Chauncy, on Lake Ontario.

626. "*His Majesty's*" schooner Growler, captured by commodore Chauncy, on Lake Ontario.

627, 628, 629. Three of "*His Majesty's*" gun vessels, captured by commodore Chauncy, on Lake Ontario.

630. One of "*His Majesty's*" gun vessels burned by commodore Chauncy, on Lake Ontario.

[See Commodore Chauncey's official account.]

*Copy of a letter from Commodore Chauncy, to the
Secretary of the Navy.*

United States' ship General Pike, off Niagara,
October 1st, 1813.

SIR—On the 26th ult. it was reported to me, that the enemy's fleet was at York.—I immediately dis-

patched the Lady of the Lake to look into York, and ascertain the fact—she returned in the evening with the information that the enemy was in York bay. I immediately prepared to weigh, but owing to a strong wind from N. N. E. was not able to get out of the river before the evening of the 27th, and, owing to the extreme darkness of the night, a part of the squadron got separated and did not join before next morning at eight o'clock, A. M. On the 28th, the Gen. Pike, Madison and Sylph, each took a schooner in tow and made all sail for York. Soon after discovered the enemy's fleet under weigh in York bay, shaped our course for him and prepared for action—He perceived our intention of engaging him in his position, tacked and stood out of the bay, wind at East; I formed the line and ran down for his centre. When we had approached within about three miles he made all sail to the southward—I wore in succession and stood on the same tack with him, edging down gradually in order to close.—At 10 minutes past meridian, the enemy finding that we were closing fast with him, and that he must either risk an action, or suffer his two rear vessels to be cut off, he tacked in succession, beginning at the van, hoisted his colours and commenced a well directed fire at this ship, for the purpose of covering his rear and attacking our rear as he passed to leeward; perceiving his intention, I was determined to disappoint him; therefore as soon as the Wolf (the leading ship) passed the centre of his line and abeam of us, I bore up in succession (preserving

our line) for the enemy's centre ; this manœuvre not only covered our rear but hove him in confusion ; he immediately bore away, we had however closed so near as to bring our guns to bear with effect, and in 20 minutes the main and mizen top mast and main yard of the Wolf was shot away ; he immediately put before the wind and all sail set upon his foremast. I made the signal for the fleet to make all sail, the enemy, however, keeping dead before the wind, was enabled to outsail most of our squadron. As it brought all the sail upon one mast, he did not feel the loss of his main and mizen top mast—I continued the chase until near three o'clock, during which time I was enabled in this ship, (with the Asp in tow) to keep within point blank shot of the enemy, and sustained the whole of his fire during the chase. Capt. Crane in the Madison, and lieutenant Brown in the Oneida, used every exertion to close with the enemy, but the Madison having a heavy schooner in tow, and the Oneida sailing very dull before the wind, prevented those officers, from closing near enough to do any execution with their carbouchades. The Governor Tompkins kept in her station, until her foremast was so badly wounded as to oblige her to shorten sail. Lieutenant Finch of the Madison who commanded her for this cruise (owing to the indisposition of lieut. Pettigrew) behaved with great gallantry and is an officer of much promise. Captain Woolsey, in the Sylph, was kept astern by the Ontario, which he had in tow, but did considerable execution with his heavy guns.

At 15 minutes before 3 P. M. I very reluctantly relinquished the pursuit of a beaten enemy, the reasons which led to this determination were such as I flatter myself, you will approve—they were these : at the time I gave up the chase the ship was making so much water, that it required all our pumps to keep it free (owing to our receiving several shot so much below the water edge, that we could not plug the holes from the outside) the Governor Tompkins with her foremast gone, and the squadron within about six miles of the head of the Lake, blowing a gale of wind from East, and increasing with a heavy sea on, and every appearance of the equinox.—I considered that if I chased the enemy to his anchorage at the head of the Lake ; I should be obliged to anchor also, and although we might succeed in driving him on shore, the probability was that we should go on shore also—he amongst his friends, we amongst our enemies, and after the gale abated, if he could succeed in getting off one or two vessels out of the two fleets, it would give him as completely the command of the Lake as if he had 20 vessels.

Moreover he was covered at his anchorage by a part of his army, and several batteries thrown up for the purpose. Therefore, if we could have rode out the gale, we should have been cut up by their shot from the shore ; under all these circumstances, and taking into view the consequences resulting from the loss of our superiority on the Lakes at this time, I without hesitation relinquished the opportunity then

presenting itself, of acquiring individual reputation at the expense of my country.

The loss sustained by this ship was considerable; owing to her being so long exposed to the fire of the whole of the enemy's fleet, but our most serious loss was occasioned by the bursting of one of our guns, which killed and wounded 22 men and tore up the top-gallant fore-castle which rendered the gun upon that deck useless. We had four other guns cracked in the muzzle, which rendered their use extremely doubtful.

Our main top-gallant mast was shot away in the early part of the action, and the bowsprit, fore and main mast wounded, rigging and sails much cut up, and a number of shot in our hull, several of which were between wind and water, and 27 men killed and wounded, including those by the bursting of the gun. The Madison received a few shot, but no person hurt on board.—The Governor Tompkins lost her fore-mast and the Oneida her main-top-mast badly wounded. We have however, repaired nearly all our damages, and are ready to meet the enemy. During our chase one, if not two of the enemy's small vessels was completely in our power, if I could have been satisfied with so partial a victory, but I was so sure of the whole, that I passed them unnoticed, by which means they finally escaped.

The gale continued until last night, but the wind still blows from the eastward. I thought it important to communicate with general Wilkinson, to as-

certain when he meant to move with the army. I therefore ran off this place for that purpose, and he thinks that the public service will be promoted by my watching Sir James at the head of the Lake, and if possible, prevent his returning to Kingston, while he proceeds with the army for Sackett's Harbor. I shall, therefore, proceed immediately in quest of the enemy.

I have great pleasure in acknowledging the assistance I received from captain Sinclair during our chase, in using his best exertions to bring this ship into close action. The other officers and men behaved to my perfect satisfaction and were extremely anxious to close with the enemy, even singly, and if he ever gives us an opportunity for close action, they will shew that they are not inferior to any of their countrymen.

I have the honor to be,

very respectfully, sir,

Your most obedient humble servant,

ISAAC CHAUNCEY

Hon. WM. JONES,

Secretary of the Navy.

Copy of a letter from commodore Chauncey, to the Secretary of the Navy, dated

United States' ship General Pike,

Sackett's Harbor, 6th Oct. 1812.

SIR—I have the pleasure to inform you, that I arrived here this morning, with five of the enemy's men.

sels, which I fell in with, and captured last evening, off the Ducks. They were part of a fleet of seven sail, which left York on Sunday, with 234 troops on board, bound to Kingston. Of this fleet, five were captured, one burnt, and one escaped. The prisoners, amounting to nearly 300, besides having upwards of 300 of our troops on board, from Niagara, induced me to run into port, for the purpose of landing both—I have an additional pleasure in informing you, that amongst the captured vessels, are the late United States' schooners, Julia and Growler, the others are gun vessels.

I have the honor to be,

very respectfully, sir,

Your most obedient humble servant,

ISAAC CHAUNCEY.

Hon. WILLIAM JONES,

Secretary of the Navy, Washington.

Return of the troops of H. B. M. De Watteville regiment, captured on the 5th Oct. 1813.

1 major, 1 captain, 3 subalterns, 1 surgeon, 10 sergeants, 4 drummers and buglers, 202 rank and file.

(Signed) C. W. GRANT, L. C. B. M. L. C.

Officers and marines.—1 lieutenant, 2 master's mates, 35 seamen and marines, of the royal navy, and 4 sailing masters of the provincial navy.

Inspector General's office,

Sackett's Harbor, Oct. 7th, 1813.

SIR—I have the honor herewith to furnish you

with the names, rank and regiment of the officers landed from on board the fleet, on the 6th inst. viz:—

Charles de Villatte, major,	Watteville	regt.
Frederick Zellender, captain,	do.	do.
Francis Dicenter, lieutenant,	do.	do
David Duvall, lieutenant,	do.	do.
Albert Manuel, lieutenant,	do.	do.
Torbeia, assistant surgeon,	do.	do.
W. A. Steel, lieut. and adjutant,	89th	do.
Marc M'Mahan, lieut. 3th or King's		do.
Arthur Carter, lieut.	Royal Artillery.	
Charles Morris, volunteer,	do.	do.

J. GIBSON, Ins. Gen.

Commodore Chauncey.

Copy of a letter from commodore Chauncey, to the Secretary of the Navy, dated

United States' ship, General Pike,

Sackett's Harbor, 8th Oct. 1813.

SIR—As soon as the last of the flotilla, with the troops, cleared the Niagara, with studding sails and all sails set, wind from the south and westward; we made all sail in chase, but as soon as we shot out from the land, so that he could fairly make us out, he took in studding sails, and hauled upon a wind to the westward, and made all sail from us; the wind being light all day, we made but little progress against the current, and at sun down, the enemy was off twenty mile creek, and had evidently gained considerably from us. During the night, the wind was so light, that we altered

our position very little, and at day light on the third, saw the enemy at anchor, close in the island, between twelve and twenty mile creek; as soon as he saw us, he weighed, and made all sail to the westward, wind from south to south west, and squally. I made all sail in chase, and continued the chase the whole day, it blowing very heavy in squalls, at sun down we could barely make him out from the mast head, when he appeared nearly up to the head of the Lake; it continued squally with rain, and the night very dark; at day light on the fourth, hazy—could see nothing of the enemy, continued working up for the head of the Lake, toward meridian, it became calm. I ordered the Lady of the Lake to sweep up to Burlington Bay, and ascertain whether the fleet was there—at half past 9 P. M. she returned with information, that the fleet was not there. Saw but two gun-boats. It struck me at once, that he had availed himself of the darkness of the preceding night, and had either run for Kingston, or down the Lake, for the purpose of intercepting the flotilla with the army. I therefore made all sail, and shaped my course for the Ducks, with a view of intercepting him or his prizes, if he should have made any. The wind encreased to a strong gale, from the northward and westward, and continued during the whole day on the fifth; we therefore made a great run, for at one P. M. we passed Long Point: at 3, discovered seven sail near the false Ducks; presuming them to be the fleet, made sail in chase; at 4, made them out to be sloops and schooners. I made the signal for the

Sylph and the Lady of the Lake to cast off their tow, and chase N. E. soon after perceiving the enemy separating on different tacks, I cast off the Governor Tompkins from this ship, gave the squadron in charge of captain Crane, and made all sail in chase; at 5, the enemy finding us to gain fast on him, and one of his gun vessels sailing much worse than the rest, he took the people out, and set her on fire. At sun down, when opposite the real Ducks, the Hamilton, (late Growler) Confiance (late Julia) and Mary-Anne, struck to us. The Sylph soon after brought down the Drummond, cutter rigged. The Lady Gore ran into the Ducks, but the Sylph (which was left to watch her) took possession of her early the next morning. The Enterprise, a small schooner, is the only one that escaped, and she owed her safety to the darkness of the night.

Finding much difficulty in shifting the prisoners, owing to the smallness of our boats, and a heavy sea, I determined to take the prizes in tow, and run for this place, and land the prisoners and troops I had on board. We arrived here at day light. On the 6th, the Lady of the Lake having towed one of the prizes in, I dispatched her immediately to cruise between the real and false Ducks. She returned the same afternoon, having discovered the enemy's squadron going into Kingston.

I have repaired the principal damages sustained by this ship, in the action on the 26th ult. and have put a new fore-mast into the Governor Tompkins. We are now ready, and waiting the movements of the ar-

my, which is contemplated, will leave here on the 10th.

The vessels captured on the fifth, are gun vessels, mounting from 1 to 3 guns each, with troops from the head of the Lake (but last from York) bound to Kingston. We learn from the prisoners, that the enemy was very much cut up in their hulls and spars, and a great many men killed and wounded, particularly on board the Wolfe and Royal George, &c. &c. &c.

631. "His majesty's" packet Morgiana, 18 guns, 9 pounders, two of them long brass pieces, 50 men, burthen 400 tons, captured by the Saratoga privateer, of 4 guns, and 116 men, by boarding. [The Saratoga chased by a frigate, had been compelled to throw overboard — of her guns, previous to the action, but took the brass pieces from the packet, and continued her cruise.] The Morgiana, was obstinately defended — had two men killed and seven wounded. Before the Morgiana, struck, she threw over the mail. The prize arrived safely at Newport.

Her late capain has publicly offered his thanks to the prize-master for his humanity, &c.

632. Ship ——, captured by the Saratoga, and burnt.

633. Brig ——, captured by the ditto, and ditto.

634. Schooner ——, of 130 tons, from St. John's, for the West Indies, sent by the privateer General Stark, to Machias.

635, 636, 637, 638, 639, 640, 641, 642, 643, 644,

645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657.

Twenty-two ships, to wit: the Economy, Pax, and Diligence, of London; Liberty, Betsy and Hope, of Hull; Jolly Batchelor, and Experiment, of Aberdeen, Ruby, Britannia, Prosperous, Burton, Latona, and Friends Adventure, of Shields; Nottingham, of Newcastle; Westmoreland, of Blythe; Brothers, of Lancaster; Perseverance, of Yarmouth; Harford, of Sunderland; Thetis, of Lynn; and Brunswick, of Dublin, all from Archangel, laden with grain and naval stores, captured by the privateers Rattlesnake, of Philadelphia, and Scourge, of New York, and sent into *Norway*—an excellent market, particularly for the grain.

658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670.—Thirteen merchant vessels captured on the coast of Spain, by the Leo, of Baltimore, and burnt.

[How forcibly should these exploits, with those of the Argus, &c. impress upon Congress, the importance of fitting out many fast sailing vessels, for the *only view* of harrassing the commerce of the enemy! and in *France* and *Norway* deposits, might be made of the prisoners for exchange. We think the balance would be greatly in our favor.]

671. One of *his Majesty's* gun-boats, carrying 1 long 32 poulder, and 50 men, driven near the shore by a storm on Lake Ontario, and captured by captain Morgan's rifle corps.

672. Ship Brutus, of Dublin, captured by the Scourge, and Rattlesnake as above, and given up to dispose of the prisoners. The value of the prizes made by those privateers, is immense.

☞ The property destroyed by the Argus, in the Irish sea, was valued at \$2,500,000.

673. Schooner Fame, of Barbadoes, laden with Madeira wine; captured by the Saratoga, and wrecked on Long Island, crew and cargo saved.

674. Ship St. Lawrence, from England, with a British licence, full of most valuable British goods, worth from 3 to 400,000 dollars, captured by an Eastern privateer, and sent into Portsmouth, N. H.

675, 776. Two vessels captured by the Yankee, and given up to discharge her prisoners.

677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691—fifteen vessels, captured by the Lady Cordelia, of Charleston, “gutted” and destroyed.

692. A brig, captured by ditto, and manned for the United States—wrecked on the coast of Florida.

693. Brig President, with a valuable cargo of sugar, molasses and rum, sent by the Polly, of Salem, to Savannah.

694. Brig Mary, laden with salt, coal and crockery, from Scotland, for Newfoundland, captured by the Yankee, and sent to Chatham.

695, 696. Two ships from Archangel, captured by the Scourge, of New York, and sent to Drontheim, in Norway.

697. Schooner Katy, with a cargo of wine, dry goods, &c. sent by the Yankee, to New Bedford.

698. An American Schooner, from one of the Eastern ports, laden with 700 bbls. of flour, bound for Halifax, sent by the Water Witch, of Bristol, R. Island, to New Bedford.

699. Schooner ——, sent by the General Stark, to Machias.

700. Sloop Eliza Ann, captured by and sent by the Timothy Pickering, to Eastport.

The commander of the British sloop of war Martin, had demanded her restoration, under the penalty of the destruction of the town. The demand was not complied with, and some shot were exchanged between the Martin, and the fort, without apparent injury to either.

701. Brig Dart, sent to Salem.

702. A sloop richly laden with dry goods, said to be worth from 1 to \$200,000, captured by the *Fort*, at Eastport.

This vessel was said to be bound to Halifax, but supposed really for the United States, expecting to be captured by a *smuggling privateer* boat, according to previous arrangements; for she had been off the port for some days, a part of which time she had been in company with two *British* vessels of war. But it so happened, that having got under weigh, apparently to return to St. Andrews, the wind being light and the tide strong, she was drifted under the guns of the fort, and was made prize of.

703. Sloop General Hodgkinson, from Curracoa, for Martinique, with salt, &c. and some specie, captured by the Saratoga, but cast away near Charleston, S. C. where the prize master and crew arrived safely

704, 705, 706, 707, 708, 709, 710. Seven small craft, captured on the St. Lawrence, laden with merchandize, stated in a Montreal paper to be worth £5000 sterling.

711. Brig Edward, from New Brunswick, laden with oil, and fish, taken and sent by the Fox privateer, of Baltimore, to Follylanding.

712. Swedish Brig Janstoff, from Halifax, bound to the enemy squadron, off New London, laden with dry goods, taken by the boat Washington, of Portland, and sent to Plymouth.

 *It was suspected that the above was nothing but mere smuggling.*

713. Brig Lloyd, from Goree, captured by the Saratoga; her cargo of camwood, muskets, and pistols, taken out and burnt.

714. Ship Vesta, of 10 guns, from London, for Bona Vista, captured by the Saratoga, divested of her guns, and all her valuables, and suffered to proceed with a little "friendly advice," not being worth sending in. The Saratoga, had thrown 10 of her guns overboard, when chased by some British vessels of war, and supplicd herself very opportunely from the Vesta.

715. Schooner Fame, from Barbadoes, for Ber

bice, with the mail and a quantity of government stores; captured by the Saratoga.

716. Schooner Joseph, of Surinam, laden with government stores; captured by the Saratoga, and after her cargo was taken out the vessel was ransomed and twenty prisoners put on board, on parole.

717. Schooner Lady Cockburne, with a cargo of indigo, and some coffee, cargo taken out, and vessel given up, being very leaky.

718. Brig ——, from Halifax, for Jamaica, laden with fish and oil, sent by the Saucy Jack, to St. Mary's.

☞ The above brig was named the Sir John Sher-broke, of ten guns, and forty men, taken after a smart action of twenty minutes, in which she had two men killed and five wounded: the Saucy Jack, received very little injury, and had but three men slightly wounded.

719. The valuable ship Manly, four guns laden with wine, oil, &c. from Halifax, for the West Indies, sent by the Revenge, of Baltimore, to Charleston, S. C.

720. A brig, laden with sugar and molasses, captured by the Caroline, of Baltimore.

721. Schooner Messenger, from the West Indies, laden with rum and molasses, sent by the Comet, of Baltimore, to Wilmington.

722. Ship Montezuma, two hundred tons, two guns, twenty-one men, captured by the Essex frigate, in the South sea.

723. Ship Policy, of two hundred seventy-five tons, ten guns, twenty-six men, captured by the Essex frigate, in the South sea.

724. Ship Georgiana, two hundred and eighty tons, six guns, twenty-eight men, captured by the Essex frigate, in the South sea.

725. Ship Atlantic, three hundred and fifty-seven tons, eight guns, twenty-four men, captured by the Essex frigate, in the South sea.

726. Ship Greenwich, three hundred and thirty-eight tons, ten guns, and twenty-five men, captured by the Essex frigate, in the South sea.

727. Ship Hector, two hundred and seventy tons, eleven guns, and twenty-five men, captured by the *Essex junior*, in the South sea.

728. Ship Catharine, two hundred and seventy tons, eight guns, and twenty-nine men, captured by the *Essex junior*, in the South sea.

729. Ship Rose, two hundred and twenty tons, eight guns, and twenty-one men, captured by the *Essex junior*, in the South sea.

 See *commodore Porter's official letters*.
Copies of letters from captain David Porter, commanding the United States frigate *Essex*, to the secretary of the navy, dated

U. S. frigate *Essex*, Pacific Ocean, July 2d, 1813.

SIR—I have the honor to inform you that on the 29th of April, in the latitude of 40, N. long. 91, 15 W. about 20 miles northward of the island of Albemarle,

one of the Gallapagos, in the Pacific ocean, I captured the British ship Montezuma; two others being in sight, close together, distant from us about 7 miles, which we were informed, were the British letters of marque ships Policy and Georgiana; the first mounting 10 guns, 6 and 9 pounders; the other 6 eighteen pounders, four swivels, and six long blunderbusses, mounted on swivels. The wind being light and variable, and confiding greatly in the bravery and enterprize of my officers and men, and apprehensive of their escape, from the prevalence of fogs in that climate, I directed the boats of this ship to be armed and manned, and divided into two divisions, placing the first under the command of Lieutenant Downes, first lieutenant, in a whale boat, accompanied by midshipman Farragutt. The officers in command of the boats under Lieutenant Downes, were, Lieutenant S. D. M'Knight, in the third cutter, accompanied by midshipman W. H. Odenheimer, sailing master John P. Cowell, in the jolly boat, accompanied by midshipman H. W. Ogden, and midshipman George Isaacs, in the second cutter.

The second division, under the command of Lieutenant Wilmer, second lieutenant, in the pinnace, accompanied by midshipman Henry Gray, and master's mate James Terry; Lieutenant Wilson and Mr. Shaw, purser, in the first cutter; and Lieutenant Gamble, of the marines, in the gig. Suitable signals were established, and each boat had her particular station assigned, pointed out for the attack, and every other previous arrangement was made to prevent confusion. The

boats, seven in number, rowed off in admirable order. Guns were fired from the enemy to terrify them: they rowed up under the muzzles of the guns and took their stations for attacking the first ship, and no sooner was the American flag displayed, by lieutenant Downes, as the signal for boaring, and the intention was discovered by the enemy, than the colours were struck, without a shot being fired; so much were they daunted by the intrepidity of our brave officers and men. They then left a crew on board the prize, and took their stations for attacking the other vessel, when her flag was also struck, on the first call to surrender. Thus were two fine British ships, each pierced for twenty guns, worth near half a million of dollars, mounting between them sixteen guns, and manned with fifty-five men, well supplied with ammunition and small arms, surrendered, without the slightest resistance, to seven small open boats, with fifty men, armed only with muskets, pistols, boarding axes and cutlasses! Be assured, sir, that Britons have either learned to respect the courage of Americans, or they are not so courageous themselves as they would wish us to believe.

I have the honor to be, with great respect,
your obedient servant,

D. PORTER.

The secretary of the navy, Washington.

United States' frigate Essex, at sea,

Pacific Ocean, July 2d, 1813.

SIR—On the 23d March last, I sailed from —— sloping, my course to the northward, and on the 26th of

the same month, fell in with the Peruvian corsair Nereyda, mounting fifteen guns: she had a few days before, captured two American whale ships, the crews of which (amounting in number to twenty-four men) were then detained prisoners on board her, and they could assign no other motive for the capture, than that they were allies of Great Britain, and as such, should capture all American vessels they should fall in with; therefore to prevent in future, such vexatious proceedings, I threw all her armament into the sea, liberated the Americans, and dismissed the Nereyda. I then proceeded with all possible dispatch for Lima, to intercept one of the detained vessels, which had parted with the Nereyda, only three days before, and I was so fortunate as to arrive there, and recapture her on the fifth of April, at the moment she was entering the port. This vessel (the ship Barclay, captain Gideon Randall, of New Bedford) I took under my protection, and have had her ever since.

From Lima I proceeded for the Gallapagos island, where I captured the following British ships, viz:—

Letters of marque.

	<i>Tons.</i>	<i>Men.</i>	<i>Guns.</i>
Montezuma,	270	21	2
Policy,	275	26	10
Georgiana,	280	25	6
Atlantic,	351	24	8
Greenwich,	338	25	10

The Georgiana being reputed a very fast sailer, and apparently well calculated for a cruiser, I mount-

ed 16 guns on her, and gave the command of her to that excellent officer, lieutenant John Downes, with a complement of 42 men ; appointing midshipman W. H. Haddaway, acting lieutenant on board her, and sent her on a cruise. Lieutenant Downes joined me at Tumbez near Guyaquil, on the 24th of June, after capturing three prizess, viz :—

Letter of marque ships.

	<i>Tons.</i>	<i>Men.</i>	<i>Guns.</i>
Hector,	270	25	11
Catharine,	270	29	8
Rose,	220	21	8

The first had two men killed and six badly wounded, in her rencontre with the **Georgiana**—and the Rose was discharged (after being deprived of her armament) with all the prisoners captured by the **Georgiana**, as they amounted to nearly double her crew ; she was furnished with a passport to proceed to St. Helena.

My own prisoners I liberated on parole, at Tumbez. I found by experience, that the **Georgiana** did not deserve the character given of her, for sailing. I therefore shipped her officers and crew to the Atlantic, and mounted on her 20 guns, with a complement of sixty men, and appointed midshipman Richard Dashiel, acting sailing master on board her ; to this vessel, I gave the name of the **Essex Junior** ; I also fitted up the ship **Greenwich**, as a store ship, and mounted on her twenty guns, placing her under the command of lieutenant Gamble, of the marines. On board her

I have put all the prisoners, and stores of my other prizes, except a supply of three and a half months for each, and have by these means, secured for myself, a full supply of every necessary article for 7 months. I had hoped to dispose of my other prizes at Guyaquil: the governors in Peru, however, are excessively alarmed at my appearance on the coast, as my fleet amounts now to nine sail of vessels, all formidable in their appearance, and they would, if they dare, treat us with a hostility, little short of declared enemies.

I have given to Mr. John G. Cowell, sailing master, an appointment to act as third lieutenant; midshipman John S. Cowan, to act fourth lieutenant; and midshipman Odenheimer, as sailing master. I beg, sir, that the appointment of those officers, as well as of S. D. M'Knight, who is acting second lieut. and those serving on board the 'Essex Junior, may be confirmed by the department. I have given to Mr. M. W. Bostwick, my clerk, the appointment of acting midshipman; not that he is desirous of coming forward in the navy, in that line, but I hoped by this means, to introduce him to the department; and I shall take the liberty to recommend him strongly as a suitable person to hold the appointment of purser. Drs. Richard R. Hoffman and Alexander M. Montgomery, who volunteered their services with me, at the commencement of hostilities, have received acting appointments from me, the first as surgeon, to fill the vacancy occasioned by the death of Dr. Miller; the other as surgeon's mate. To the great care and attention of those gentle-

men, may, in a considerable degree, be attributed the extraordinary health of the crew; and as they are both desirous of joining the navy, I hope their appointments may be confirmed.

I have also appointed my marine officer and chaplain to the command of prizes, they all enter with much cheerfulness, into their new duties; and if the expedition should prove unsuccessful, it will not be, I am persuaded, owing to our want of activity or vigilance; and of this you must be satisfied, as, for the last eight months we have been constantly at sea, with the exception of twenty-three days, and yet, Sir, we have enjoyed extraordinary health and spirits; no symptom of the scurvy having yet appeared in the ship, nor have we, at this moment, more than two on the sick list; and their diseases are more owing to the infirmities of age than any other cause. Indeed, sir, when I compare my present situation with what it was when I doubled Cape Horn, I cannot but esteem myself fortunate in an extraordinary degree. There my ship was shattered by tempestuous weather, and destitute of every thing; my officers and crew, half starved, naked and worn out with fatigue. Now, sir, my ship is in prime order, abundantly supplied with every thing necessary for her. I have a noble ship for a consort of 20 guns, and well manned, a store ship of 20 guns, and well supplied with the best of every thing that we may want, and prizes which would be worth in England two millions of dollars; and what renders the comparison more

pleasing, the enemy has furnished all. Excuse me, sir, for not making known my present intentions, as this letter may not reach you. It, however, may be satisfactory to you to know how I intend to dispose of my prizes : let it suffice to say that I shall endeavor to [Cyphr.]

British letters of marque are numerous in these seas, and, were it not for my arrival, our whale fishers would have been much harrassed ; but they now find it necessary to keep together for mutual protection. I expect to [Cyphr.] but shall be [Cyphr.] Subjoined is a list of deaths since I left the United States, and I beg you will relieve the anxiety of my family and all our friends, by communicating as much of this letter as you may think proper.

The times of my best men have expired ; but their attachment to the ship and their zeal for the service we are engaged in, prevent all complaints on that account. It is not probable that you will hear of me for several months to come, unless some disaster happens ; but I beg leave to assure you, sir, that I shall not be idle ; and I hope before my return to make the services of the Essex as important as those of any other single ship. We may not be individually benefited, but we shall do the enemy much injury, which will be a sufficient compensation to us for all the hardships and privations, we must naturally experience, while cut off from all communication with the rest of

the world, and are dependent on the precarious supplies the enemy may afford.

I have the honor to be,
with great respect,
your obedient servant,
D. PORTER.

Hon. WILLIAM JONES,
Secretary of the Navy, Washington.

*List of deaths since my departure from the
United States.*

1812. December 3d. Levi Holmes, seaman, palsy.

1813. January 24th. Edward Sweeny O. S. old age.

1813. January 24th. Samuel Groce, seaman, confusion of the brain by a fall from the main yard.

1813. March 1st. Lewis Price, marine, consumption.

1813. April 4th. James Stafford, gunner's mate, accidental gun-shot wound of the lungs.

1813. May 25th. Dr. Robert Miller, surgeon, disease of the liver.

1813. May 26th. Benjamin Geers, qr. gr. inflammation of the stomach.

1813. June 29th. John Rodgers qr. gr. fall from the main yard.

730 The Brig Jean from Buenos Ayres, bound for Greenock, mounting ten guns, and manned by seventeen seamen, with a cargo of six thousand, seven hundred and fifty-eight hides; one hundred packages,

and fourteen tons of copper, captured by the Congress frigate, and after divesting her of the copper she was destroyed.

731. Brig Diana, from Buenos Ayres, bound for London, mounting ten guns, carrying fourteen men, with a cargo of six thousand and fifty hides, and thirty-nine bales of tallow, &c. captured by the Congress frigate, and cargo destroyed.

732. Ship Rose, from Guernsey, for Guadalupe laden with Medoc wine—took out five thousand seven hundred gallons and thirty-five hogsheads, and destroyed by the frigate Congress.

733. Brig ——, with a cargo of rum, captured by the letter of marque schooner Eliza, and sent to Wilmington, North Carolina.

734. Brig Agnes, in ballast, captured by the Saucy Jack, and burnt.

735. Sloop John, with a cargo of dry goods and provisions, captured by the Said John; divested of her cargo and given up.

736. Brig Abel, from the West Indies, laden with rum and sugar, captured by the Caroline, of Baltimore, and sent to North Carolina.

737. The very valuable Brig Atlantic, from Halifax, bound for Cork, with a cargo of sugar and cotton, captured by the Congress frigate, and sent to Boston.

This brig on her homeward bound passage from the West Indies, was captured by one of our privateers, from whom she was taken by the enemy, and sent to

Halifax, where she paid salvage.—Sailing thence with her original cargo, she was captured by the Congress, afforded captain Smith some important information, and after having been blown off the coast several times, got safely into port.

738. Schooner ——, from Martinique, laden with one hundred and twenty hogsheads of molasses, furnished with British and Swedish papers, captured by the Caroline, of Baltimore, and sent to Charleston.

739. Brig Silena, captured by the Revenge, of Baltimore, and burnt.

740. Schooner ——, with a cargo of sugar and molasses, captured by the Caroline, of Baltimore, and sent to N. Carolina. She had two setts of paper.

741. Brig ——, from St. Lucia, laden with 140 hogsheads, and two hundred barrels of sugar, captured by the Caroline, of Baltimore, and sent to Elizabeth City, N. Carolina.

742. Sloop Resolution, from Jersey, for Lisbon, with linen and paper, captured by the letter of marque schooner General Armstrong, on her passage from France, dispossessed of her cargo and given up to the prisoners.

743. Brig Phebe, from Forney, bound to Madeira, laden with butter and potatoes, captured by the General Armstrong and scuttled.

744. Brig Commerce, from Martinico, bound for Halifax, laden with rum and molasses, captured by the letter of marque brig Flirt, of New York, dismast-

ed and otherwise severely damaged, which induced the prize to abandon and set her on fire.

745. Schooner Fanny, from Trinidad, laden with sugar, captured by the Revenge, of Baltimore, and taken to Charleston.

746. Brig Victoria, laden with two hundred and fifty hogsheads of Jamaica rum, forty hogsheads of sugar, and a quantity of coffee, captured by the Rapid, of Charleston, and sent to Savannah.

747. Tryall, 200 tons, captured by the Grand Turk, and burnt.

748. Brig ——, from Lisbon, captured by the Grand Turk, and ransomed for \$8000.

749. Brig ——, from Halifax, for England, laden with lumber, captured by the Grand Turk, and burnt.

750. Schooner ——, laden with sugar, coffee, &c. captured by the Patapsco letter of marque, of Baltimore, and sent to Sunbury.

751. Pink Stern boat, bound to Herring's gut, with \$20,000 worth of English goods, captured off George's river, by a row-boat privateer.

752. British packet Lapwing, mounting ten guns, and manned by forty men, captured by the Fox, of Baltimore, of seven guns, and seventy men, after a desperate resistance, by boarding, in which fourteen of the enemy were killed and six or eight wounded. On board the privateer one man killed and three slightly wounded.

762. Ten vessels, captured by the Caroline, of Baltimore, in addition to several before recorded, and after being divested of their valuables, burnt, sunk, &c.

763. Sloop Osiris, Driggs, from Martinique, bound for St. Bartholomews, laden with molasses, captured by the Caroline, of Baltimore, and sent to Wilmington, North Carolina.

764. The Hermaphrodite brig Cossack, from Martinico, bound for Bermuda, laden with one hundred and thirty-three hogsheads, two tierces and sixty-eight barrels of sugar, captured by the letter of marque schooner General Stark, on her homeward bound passage from St. Domingo.—The General Stark had previously re-captured an American vessel, and manned and ordered her into port, which reduced her crew to eight men, which was her company at the time of capturing the Cossack, with only two guns, three of the eight with a boy conducted this last prize, with her crew of twelve, safely to Georgetown, S. C. The General Stark is of Salem.

765. Schooner Jasper, from Surinam, with a cargo of coffee, sugar and rum, captured by the Caroline, of Baltimore, and sent to Georgetown, S. C.

766. Schooner Rebecca, from Halifax, bound for Bermuda, with a cargo of live stock, and provisions, captured by the Grand Turk, and sent to Portsmouth.

767. Schooner Agnes, from St. John's, Newfoundland, bound for Bermuda, laden with fish, sent to France.

768. Brig Criterion, a *traitor vessel*, laden with eighty hogsheads of rum, captured by the Caroline, of Baltimore, and sent to Stonington, Connecticut, for adjudication. Tried and condemned for the benefit of the captors.

769. Schooner Fanny, laden with sugar, captured by the Revenge, of Baltimore, and sent to Charleston.

770. Schooner Henry, laden with fish, captured by the Roger, of Norfolk, and sent to Charleston.

771. Schooner Maria, captured by the said Roger, of Norfolk, and burnt.

772. Ship Nereid, burthen 280 tons, mounting ten guns, bound from London, for Buenos Ayres, laden with two hundred and fifty bales of dry goods, two hundred and sixty-three packages and trunks, of ditto, one hundred and fifty casks, hogsheads and tierces of hardware, jewelry, eight hundred and sixty-nine bundles of iron hoops, eighty bars of iron and a quantity of coal, &c. the whole said to be worth 175,000 sterling; *so the bounty in the reduction of duties*, of itself, is equal to *sixty or seventy thousand dollars*: captured by the Governor Tompkins of, and sent to New York.

780. Eight vessels captured and burnt, off the Irish coast, by the True Blooded Yankee.

781. The Castor, captured by ditto, divested of her most valuable articles and given up.

785. The Active, Watson, Cora and Eliza, captured by ditto, and sent to France.

786. Schooner Traveller, laden with one hundred and nineteen hogsheads, and sixty barrels of sugar,

besides coffee, captured by the Frolic, of Salem, and sent to Squam.

787. Schooner George, laden with dry goods, &c. captured by the Fly, and sent to Ellsworth.

788. Sloop Experiment, laden with dry goods, hardware and lumber, captured by the Fly, and sent to Machias.

789. The Vigilant, a tender to the admiral, on the windward island station, captured by the Comet, of Baltimore, and sent to Wilmington, N. C.

790. Schooner ——, laden with sugar and coffee, captured by the Patapsco, of Baltimore, and sent to Savannah.

791. The very valuable brig Young Husband, laden with dry goods, hardware, &c. from Bristol, Old England, bound for Madeira; captured by the Governor Tompkins, and sent to Newport.

800. Nine vessels, captured by the Comet, of Baltimore, divested of their valuable articles and sunk: manned and ordered four more for American ports. The Comet engaged a very large ship (the Hibernia) of 800 tons, twenty-two guns, and a large complement of men, and after a dreadful conflict of eight hours, by the superiority of the enemy, in number of men, and weight of metal, was repulsed, with the loss of three men killed, and sixteen wounded, her antagonist (whose enormous size, probably saved her from capture) had eight killed, and thirteen wounded: both vessels much cut up.

801. Brig Tulloch, burthen 200 tons, and mounting ten guns, from Shields, bound for Martinique, with an assorted cargo of hardware, crates, tiles, &c.—very valuable—captured by the Fox, of Salem, and sent to Gloucester.

802. The rich ship Minerva, from Bristol, England, bound for the West Indies, captured by the Fox, of Salem, and sent to Portsmouth.

803. Ship ——, a whaleman, bound to the South Sea, captured by the Governor Tompkins, divested of the most valuable part of her lading, and given up to release the prisoners.

804. Brig Isabella, captured by the United States' brig Rattlesnake, and sent to Wilmington.

805. Sloop ——, captured by the General Stark, and lost on Cape Cod.

806. Schooner Harmony, of Yarmouth, Nova Scotia, laden with rum, captured by the privateer boat Terrible, of Salem, and sent to an Eastern port.

807. Boat Humbird, laden with a quantity of crockery, rum, sugar, &c. taken by the boat Surprize, and sent to Machias.

808. The large ship Perseverance, with an assorted cargo of dry goods, hardware, &c. with a considerable sum in specie, captured by a privateer from New England, specie taken out, and sent to France.

809. Brig ——, 180 tons, four guns, with a cargo of crates, &c. another of the Comet's prizes.

Copy of a letter from commodore Rodgers, to the Secretary of the Navy.

United States' frigate President,

Sandy Hook Bay, February 19th, 1814.

SIR—I have to acquaint you, that I arrived at my present anchorage, last evening at 5 o'clock, after a cruise of 75 days, and now have the honor to detail to you the particulars.

In pursuance of your directions, I sailed from Providence the 5th December; and although I expected to have run the gauntlet through the enemy's squadron that was reported to be cruising between Block-Island and Gayhead, for the purpose of intercepting the President, I had the good luck to avoid them. The day after leaving Providence, I re-captured the American schooner Comet of, and bound to New-York, with a cargo of cotton, from Savannah, which had been captured by the Ramalies and Loire, and in their possession about 48 hours. In a few hours after re-capturing the Comet, a sail was discovered to the eastward, which I felt inclined to avoid, from the circumstance of the weather being hazy, and knowing that I was in the neighborhood of an enemy's squadron; from an advantage of wind, she was enabled, however, to gain our lee beam, at a distance of 3 or 4 miles, owing to which I was induced to shorten sail, with the intention of offering her battle in the morning, should nothing else be in sight, and she not be a ship of the line. The weather becoming more obscure at two o'clock, prevented our seeing her till day light, when

she stood from us to the N. E. although the President was hove too, to let her come up. From this date, until the 25th, we did not see a single sail, except the Recovery, (a brig belonging and bound to Penobscot, from St. Bartholomews, in ballast) until after reaching the long. 35, and lat. 19, being carried that far eastward, by a severe S. W. gale, accompanied by such a heavy sea, as to render heaving too impracticable, without infinite risk, when two large sails were discovered, standing to the northward, and to which I gave chase, believing, as well from the situation in which they were first discovered, as the manifest disposition, they afterwards shewed to avoid a separation, that the one was a frigate, and the other an Indiaman, under her convoy; in this I was mistaken, for on a nearer approach, I could discover the headmost was a frigate with 7 ports abaft her gangway, and another ship of equal or little inferior force. On discovering their decided superiority, and supposing them to be the enemy's ships, I endeavored during the succeeding night, to separate them, by steering a different course, and occasionally shewing a light: but was unable to succeed, for the headmost at one time was so near, that she fired a shot over us, whilst her consort was but a few hundred yards astern of her.

I now directed our course to be altered, made sail, and continued the remainder of the night to shew them a light occasionally, but to no effect, as at day light they were discovered to be in a situation to unite their force. After this I shaped a course to reach a posi-

tion to windward of Barbadoes, on a parallel of longitude with Cayenne, and did not meet another vessel, till the 30th, when falling in with a Portuguese brig, and receiving information that she had been boarded 36 hours before, by two British store ships, bound to the West Indies, with 300 troops on board, I crowded sail to the westward in the hope of overtaking them; in this I was again disappointed, and after a pursuit of four days, hauled further southward to gain the latitude of Barbadoes; and in that situation, on the 5th of January, captured the British ship **Wanderer**, of seven guns, and sixteen men, from London, bound to Jamaica, partly loaded with plantation stores, and after taking from her such light articles as were of most value, sunk her. In the same position, on the 7th, I fell in with the British merchant ship **Prince George**, in the character of a cartel, with prisoners, which, with four other British vessels, had been captured by two French 44 gun frigates, the **Medusa** and **Nymph**, the same ships I had fallen in with fourteen days before. On board of the **Prince George** I sent the prisoners captured in the **Wanderer**, to Barbadoes, on parole. On the 9th of January, while still to windward of Barbadoes, I captured the ship **Edward**, of 6 guns, and eight men, from London, to Laguira, in ballast—which vessel I also sunk. Having learnt from the master of the **Edward**, as well as those of the **Wanderer** and **Prince George**, that they had been separated in the Bay of Biscay, from their convoy, consisting of the **Queen 74**, two frigates and two sloops of war, I was induced, ow-

ing to a belief that the convoy was still to the eastward, to remain to windward of Barbadoes, until the 16th of January; when finding they must have passed, I changed my ground, and ran off Cayenne, and from thence down the coast of Surinam, Berbice and Demarara, through between Tobago and Grenada; thence through the Carribean sea, along the south east of Porto Rico, through the Mona Passage, down the north side of Jamaica, and other leeward islands, without meeting a single vessel of the enemy, or any other than 4 Spanish drogers, and one Swedish ship, until I got near the Manilla Reef; near which, after capturing and sinking the British schooner Jonathan, loaded with rum and dry goods, (the most valuable part of which I took on board) I hauled over for the Florida shore, and struck soundings, off St. Augustine, and from thence run on soundings, as far as Charleston, passing within 4 or 5 miles of Columbia island, and as near to Savannah, as the weather and depth of water would allow, without meeting a single vessel, except a Spanish ship from the Havannah, bound to Spain, but steering for Savannah, in consequence of having sprung a leak.

Arriving off Charleston, (which was on the 11th instant) I stretched close in with the bar, and made the private signals of the day, to two schooners, lying in Rebellion Roads, and which from their appearance, I believed to be public vessels. After remaining all day off the bar, with colors hoisted, and the beforementioned signal displayed, without being able to communicate

with the schooners, I stood to the northward, and at 7 o'clock the next morning, discovered and chased a ship to the southward, which after pursuing 8 or 9 miles, led me to a second sail, (a brig under her topsails, with her topgallant masts housed, and flying jibboom rigged in) and from thence to the discovery of a third sail, represented from the mast head to be a large frigate ; on discovering the third sail, added to the manœuvres of the first and second, I was induced to believe them a part of an enemy's squadron, and accordingly hauled up and stood for the former, to ascertain her character ; and after making her from the deck, perceived she was a frigate as reported. I now tacked, and shortened sail, believing that towards night I might be enabled to cut off the ship (which was either a small frigate or a large sloop of war) and brig, from the third, or largest sail, at this time nine or ten miles to windward ; in this, however, I was not able to effect my purpose, owing to the weather sail (between sunset and dark) bearing down for the others.—Judging now from the manœuvres, that after dark they would chase, I stood to the eastward, under short sail ; believing that in the morning, I might find them in some disorder ; at day light, however, owing to the haziness of the weather, they were not to be seen ; consequently, I wore and stood back to the westward, to make them again, and in a few minutes discovered two, (one on the lee, the other on the weather bow) to which I gave chase, but after chasing them half an hour, the weather becoming more clear, and two large ships suddenly

making their appearance, (one on the weather and the other on the lee beam) I changed my course to the eastward, when the four immediately crowded sail in pursuit; but owing to the weather, assisted by the enemy's manner of chasing, I was enabled to get clear of them without difficulty in a few hours.—From this, I pursued a course on soundings (except in doubling Cape Hatteras) to 18 fathoms water, off the Delaware, where, in a fog, I fell in with a large vessel, apparently a man of war. Shortened sail to topsails, and cleared ship for action, but she suddenly disappearing, and in a few minutes she, or some other vessel near, being heard to fire signal guns, I stood on to the northward, from a belief I was near another squadron. From the Delaware, I saw nothing, until I made Sandy Hook, when I again fell in with another of the enemy's squadrons, and by some unaccountable cause, I was permitted to enter the bay, although in the presence of a decidedly superior force; after having been obliged to remain outside seven hours and a half, waiting for the tide.

I am, &c.

JOHN RODGERS.

Hon. WM. JONES,

Secretary of the Navy.

810. Brig ——, captured by the Fox, of Salem, laden with provisions, afterwards overhauled and burnt by two French frigates, supposing her to be a *Swede*.

811. Schooner Mary, of Jamaica, captured by the

letter of marque Macedonian, of Baltimore, and ransomed.

812. Sloop ——, from Jamaica, bound for the Spanish Maine, captured by the Hope, divested of a quantity of dry goods and dismissed.

813. Ship Wanderer, mounting seven guns, from London, bound for Jamaica, loaded heavily, and chiefly with plantation stores; captured by the United States' frigate President, deprived of her light articles and consigned to *Davy Jones*.

See Commodore Rogers' letter to the Secretary of war.

814. Ship Edward, six guns, from London, bound to Laguira, and captured by the United States' frigate President.

815. Schooner Jonathan, with a cargo of dry goods and rum, of which being safely delivered, she was sunk.

816. Brig Britannia, from Lisbon, bound to London laden with spirits, &c. captured by the Mars, of New York, and sent to N. Bedford.

817. Schooner Curfew, with a cargo of fish and oil, captured by the Alfred, of Salem: she was from Nova Scotia, bound to St. Lucia, but was conducted to Marblehead.

818. Brig Tercilla, laden with fish, from St. John's, Newfoundland, bound to Bermuda, captured by the Alfred, of Salem, and burnt.

819. Ship Galatea, a full built vessel, of 500 tons burthen, from Liverpool, bound for Pensacola, with a mighty cargo of crockery, hardware, white lead, dry-

goods, &c. under *Swedish* colours, but without all per-adventure covering *British* property: captured by the Chasseur, of Baltimore, and sent to Beaufort, North Carolina.

820. A capital ship, of 400 tons burthen, mounting twelve long 12lb. guns, from Smyrna, with an immensely valuable cargo of Turkish goods, captured by the True Blooded Yankee, and sent to Isle of Batz, France.

821. Another excellent ship of 400 tons burthen, armed with sixteen nine pound guns, from Buenos Ayres, captured by the True Blooded Yankee, and sent to Abeyrach, France.

823. Two vessels, captured by the Frolic, of Salem, one destroyed, the other converted into a cartel for the discharge of prisoners.

824. Ann, armed schooner, from Halifax, formerly the American privateer, Elbridge Gerry, of Portland, laden with fish and oil, taken by a letter of marque from Baltimore, and sent to Cape Francois.

825. Ship ——, laden with dry goods, &c. captured by the letter of marque schooner Delille, of Baltimore, on her passage from Bordeaux to New Orleans; but having previously captured and manned a very valuable vessel, hands could not be spared to navigate the vessel to port, therefore, she was sunk.

826. Ship ——, with a full cargo of drugs, oil, paints, &c. from Liverpool, bound to Amelia Island, under colour of a neutral, but actually enemy's pro-

perty, and as such captured, by the United States' brig Enterprize, and sent to St. Mary's.

827. Brig Superb, with a cargo of salt, captured by the Mars, of New York, and sent to Charleston.

828. British privateer Mars, an excellent vessel, captured by the United States' brigs Rattlesnake and Enterprize, and sent to Wilmington, North Carolina.

This said Mars, mounted twelve guns, and carried two more, was remarkably active among *neutrals*, having captured no less than twenty-six of that character, and one American. When boarded off Cape Florida, she had forty-six blacks on board—the captain, the white part of the crew, and one other *person* rowed off, fearing impressment, supposing the brigs were English.

See the official account.

Copy of a letter from lieutenant Creighton, commanding the United States' brig Rattlesnake, to the secretary of the navy, dated

Wilmington, March 9th, 1814.

SIR—I have the honor to announce to you the arrival of the U. S. brigs Rattlesnake and Enterprize, under my command, after a cruise of eight weeks. The Enterprize joined me yesterday, having separated on the 25th ult. to avoid capture, both vessels being closely pursued by a frigate or razee.

By the enclosed report from licutenant Renshaw, you will perceive the chase continued 70 hours, during which time he was under the necessity of throwing overboard his guns, cutting away his anchors, and starting his wa-

ter. This is the third time we have been chased by superior force and in every instance the good fortune of the Enterprize has been wonderfully manifest. In obedience to your instructions of the 2d January, after leaving the United States, I passed to the eastward of Bermuda, and having reached the latitude of 18 deg. 56 min. N. and long. 62 deg. 23 min. west, I bore up, and on the 29th January made the island of Anegada, and Virgin Gorda, hence by St. Thomas, down the north side of Port Rico, and St. Domingo, through the windward passage, along the north side of Jamaica, round the west end of Cuba, through the Florida passage so to this place. In the windward passage we were chased by a frigate, and narrowly escaped capture. For the preservation of one and perhaps both vessels, I was under the necessity of separating, but was joined again off Cape Antonio, on the 14th February, conformably to previous arrangements.

On the 10th February, we were again chased by a line of battle ship, but outsailed her with great ease. The same vessel which we learned to be the Bedford, 74, pursued the Enterprize, when on her way to join me off Cape Antonio, for nine hours; the latter escaped by a manœuvre at night.

I should have continued to cruise on the same ground you recommended, but was continually taken from the station by vessels it became my duty to pursue, as well as the prospect of falling in with the convoy that had passed the Havanna, about eight or ten days previous to my appearing off that place.

I have the honor to enclose you a list of vessels captured and spoken, during the cruise ; among the former you will perceive the private armed schooner Mars, of 14 guns, and 75 men. This capture affords me the more satisfaction, as she belonged to that nest of pirates commonly called Providence privateers. She is a fine vessel built at Baltimore, and well calculated for public service, should government require a vessel of her class. Another privateer was in company with her, but night had so far advanced it was impossible for me to prevent her escape. The Mars, having taken us for English brigs, between 20 and 30 of her men took to her boats and landed on the Florida shore to avoid impressment ; notwithstanding this she ranged up alongside the Enterprise with tompions out, and training her guns. Lieut. Renshaw, ignorant of the circumstance of any of her men having left her, gave her a broadside, which killed two and wounded two others of her crew. Lieutenant Renshaw's conduct was perfectly correct ; it was the indiscreet and ridiculous parade of the commander of the privateer that caused this unnecessary bloodshed. At the same time the Mars struck, we took possession of the schooner Eliza, from Nassau, New Providence, bound to Pensacola, laden with salt. In passing the prize I hailed lieutenant Gamble, to scuttle the vessel and cut away her masts, take to the boat he had alongside and join the Enterprise then in pistol shot of him. The wind and current having set us close in with the Florida shore I was under the necessity of working to windward, and directed the Enterprise to do the same

as soon as possible. A light was shewn from the Rattle-snake, rockets thrown and false fires occasionally burnt during the night to point out our situation to the other vessels. At 2 A. M. the Enterprize joined me and at day light the Mars, but from the extreme darkness of the night the Eliza was lost sight of about 8 in the evening, and had not been seen since: all the following day was spent in search of her, but without success. At noon by observation I found we had drifted a degree and a half to the northward of the place where we made the capture.

From the state of the weather immediately after I spoke the Eliza, it became necessary for all the other vessels to work off shore, and lieutenant Gamble must have been sensible of the necessity of doing the same with the vessel under his charge; and as he had six men and plenty of water and provisions, I hourly look for him at this place, or expect to hear of his arrival at Savannah. After removing the prisoners from the Mars, I intended to have returned to the windward again and remain a few days off the Cat Keys; but at 4 P. M. discovered a ship which we gave chase to, and which ultimately led us through the passage. It being now out of my power to get to windward, I shaped a course to the northward and westward, in hopes of meeting with some straggling vessels of the convoy, and having proceeded as far in this direction as I thought my instructions would authorize, without seeing a single sail, I altered my course to the westward.

The Rattlesnake, has been under her topsails the greater part of the cruise, except when in chase, or avoiding superior force.

Lieutenant Renshaw has rendered me every assistance, and has discharged his duty with zeal and ability. The Enterprize is as gallant a little vessel as ever floated—at the same time the dullest in point of sailing ; she has escaped capture to be sure, but altogether by good fortune and the great exertions of her officers and men. I assure you, sir, she has caused me much anxiety and uneasiness from that particular alone.

On board both brigs are about 70 prisoners, among them is a midshipman and nine men, belonging to the Belvidera. The Rattlesnake will require some repairs, but all, I believe, can be done by our own carpenters ; her mainmast-head is badly sprung, and will have to be fished, and the upper part of her stern has worked loose in consequence of the shortness of the scarf, and the very careless manner in which it was bolted ; but rest assured, sir, she shall be ready for sea with all possible dispatch.

I am happy to add the officers and men of both brigs have enjoyed the highest health ; not a single death having taken place on either vessel. I regret being obliged to return so soon, but as it became necessary I trust it will meet your approbation.

I have the honor to be, with the
highest consideration and respect,
your obedient and very humble servant,
JOHN Q. CREIGHTON.

Hon. WILLIAM JONES, *Secretary of the Navy.*

List of vessels captured and spoken, by the brigs Rattlesnake and Enterprize, under the command of lieutenant Creighton.

January 18, 1814—Lat. 27, 4, N. long. 57, 34, W. captured the Spanish brig Isabella, sent in and arrived, being in possession of the enemy.

January 20—Lat. 26, 55, N. long. 57, 34 W. captured the Swedish ship Sincerity, of Stockholm, bound to Amelia, sent in, having English merchandiz^e; arrived.

February 2d—Porto Rico, bearing S. by E. distant 3 leagues, boarded a Spanish sloop and schooner, from St. Juan, bound to leeward, permitted to proceed.

February 3—Porto Rico, bearing S. W. distant 3 leagues, boarded a schooner (Spanish) from Maracaibo, bound to St. John's, Porto Rico, with a cargo of logwood and cotton, permitted to proceed.

February 7—Lat. 21, 44, N. long. 84, 44, W. captured the English brig Rambler, from Cape Francois, bound to St. Thomas with coffee: burnt her.

February 10—Lat. 19, 36, N. long. 79, 31, W. boarded the Spanish schooner Penelope, from Providence, bound to Jamaica; permitted her to proceed.

February 11—Lat. 20, 30, N. long. 80, 18, W. boarded the American schooner Louisiana, from New Orleans, bound to St. Jago de Cuba, with passengers; permitted her to proceed.

February 19—Lat. 24, 15, N. long. 84, W. boarded a Swedish brig, from Martinico, bound to Havanna; permitted her to proceed.

February 20—Lat. 23, 5, N. long. 82, 5, W. boarded a Spanish ship from Havanna, bound to Boston, 16 hours out; permitted her to proceed.

February 22—Lat. 25, 35, long. 80, 10, W. boarded the American privateer Rapid, from Charleston, on a cruise.

February 23—Lat. 27, 05, N. long. 81, 12, W. Cape Florida, bearing W. by S. distant 5 leagues, captured the English schooners Mars and Eliza, the former from New Providence, on a cruise, the latter from Nassau, to Pensacola, with salt.

(Signed) JOHN O. CREIGHTON, *Commander.*

Copy of a letter from lieutenant Renshaw, commanding the United States' brig Enterprize, to lieutenant Creighton, dated

United States' brig Enterprize, Cape Fear
River, N. C. March 7th, 1814.

SIR—I have the honor to acquaint you with the arrival at this anchorage, of the United States' brig Enterprize under my command. The enemy's frigate that caused the separation of the two brigs, Rattlesnake and Enterprize, on the morning of the 25th ultimo, continued in chase of the latter vessel for upwards of 70 hours; during which time she was repeatedly within 2 1-2 miles; and on the morning of the 27th, in a calm, observed the enemy making preparations for the hoisting out of her boats.—To a light breeze springing up at this time from the S. W. which brought the Enterprize to windward, alone is attributed our escape of this day;

the frigate being within gun-shot at the time. In the early part of the chase, by the advice and wishes of all my officers, as the only alternative left us, the sheet anchor and 15 of our guns were thrown overboard to lighten the brig. Be assured, sir, that this painful measure was not resorted to, until almost every prospect of escape had left us, and the evident benefits arising from what little we had lightened her by the pumping out of the salt water. In the chase I made the private signal of the day, as also 828, from signal book, to the stranger, which were not answered.

I have the honor to be,
most respectfully sir,
Your obedient servant,
JAMES RENSHAW.

Lieut. JOHN O. CREIGHTON,
Commanding U. S. brig Rattlesnake.

829. Brig Juno, with a cargo of twenty-four thousand gallons of oil, fish, &c. captured by the Grand Turk, of Salem, sent to, and arrived safely at Rosscott, near Morlaix, France.

830. Brig Friends, of Halifax, from Grenada, laden with one hundred and twelve puncheons of rum; captured by the Diomede, of Salem, and chased on shore on Long Island, by three men of war—cargo secured.

831. Schooner Sea Flower, captured by the letter of marque schooner Tuckahoe, of Baltimore, on her passage to Aux-Cayes, and burnt.

832. Schooner Hazard, from Nassau, for St. Domingo, captured by the letter of marque schooner Tuckahoe, of Baltimore, and given up.

Before the Tuckahoe arrived at Boston, she captured another valuable vessel, manned and ordered her to port. The following account of her own hair-breadth escapes is interesting; bordering on the marvellous. On the 27th of February she was chased by a frigate and two brigs of war. On the 28th was chased by a frigate. March 8th chased all day by a frigate, wind light, escaped in the night. On the 9th, was chased six hours by a brig of war. On the 11th, in sight of Long Island, a frigate with a brig in co. bore down within musket shot—hauled upon a wind and escaped. On the 15th, at 6 A. M. saw a frigate on the weather quarter standing for the schooner under a press of sail; at half past 6 saw another frigate on the weather beam; at 40 minutes past 6 saw another frigate on the lee quarter, at 9 saw another frigate on her bow; at 10 minutes past 9 saw another frigate on the lee bow, a brig of war in sight, right ahead! They all crowded sail in chase, but the Tuchahoe out manœuvred the whole of them!!!

833. Brig Sovereign, of and for Liverpool, of 300 tons burthen, with an assorted cargo, captured by the America, of Salem, and sent to Portsmouth.

834. The great ship Diana, an outward bound Indiaman, laden with spars, captured by the America, and burnt.

835. Schooner William, from Martinique, for St. Thomas, laden with sugar, molasses and coffee, captured by the Diomede, and sent to Savannah.

836. Schooner Mary and Joseph, from Grenada, bound for St. Thomas, laden with sixty-six hogsheads of rum, and seven of sugar, captured by the Diomede, and sent to N York.

837. Brig Bykar, laden with earthenware, hollow-ware, &c. captured by the Fox, and sent to Gloucester.

838. Schooner Hope, with a cargo of rum, sugar and lime juice, captured by the Diomede, and sent to Savannah.

839. Brig Rambler, from Cape Francois, bound for St. Thomas, laden with coffee, captured by the Rattlesnake and Enterprize, and burnt.

840. Schooner Eliza, laden with salt, captured by the Rattlesnake and Enterprize, and sent in under the command of prize master lieut. Gamble.

841. Ship Lady Prevost, of and from London, in ballast, captured by the letter of marque Invincible, of Salem, and sent to Wilmington, N. Carolina.

842. Schooner Susan and Eliza, of Bermuda, laden with one hundred and twenty thousand pounds weight of coffee, captured by the Mary, of New York, and sent to Wilmington, N. Carolina.

843. Schooner ——, called a Spaniard, but with a British licence, and a good prize, captured by the Viper, and sent to New York.

844. Schooner ——, very valuable; laden with

dry goods and provisions, captured by the *Fairy*, of Baltimore, and sent to N. Carolina.

845. *Brig Falcon*, 200 tons burthen, mounting ten guns, from London, bound for the Cape of Good Hope, laden with dry goods, invoiced at £50,000 sterling, captured off Madeira, by the *America*, of Salem, and sent to Bath.

846. *Schooner* ——, laden with rum and sugar, captured by the *Viper*, and sent to Newport.

847. *Ship* ——, under Russian colors, from Pensacola, for London, laden with eleven hundred bales of cotton, British cargo, captured by the *Saucy Jack*, of Charleston, and sent to Savannah.

848. *Brig Brothers*, captured by the *America*, and sent to Fontarabia, in Spain, and there sold by the Spanish government.

849. *Ship Victory*, a new copper bottomed vessel, from Jamaica, for London, captured by the *Viper*, of New York, and sent to Camden, Maine.

 The following is a very moderate estimate.

464 bales (say 300 lbs. ea.) cotton	139,200 lbs.	\$41,760
240,000 lbs. coffee at 18 cts. per lb.	-	43,200
16 Seroons of Indigo,	- - - -	4,000
Nicaragua and Logwood,	- - - -	10,000
Vessel and Armament,	- - - -	30,000

The vessel probably cost \$60,000.

The duties on this cargo will amount to about \$18,000—which sum is also to be added to the foregoing, \$128,960 as the profits of the captors, for the goods otherwise imported than as prize, would have to

pay £36,000 for duties. The *clear profits* of the few days cruise of the Viper, including the two others safely got in, cannot be less than £150,000.

853. Four valuable ships, in addition to those already enumerated, captured in the North Sea, by the Rattlesnake, of Philadelphia, and sent to Norway.

854. Ship ——, worth one million of francs, captured by the Rattlesnake, and sent to Rochelle, France.

855. Brig Elizabeth, of Kingston, Jamaica, in ballast, captured by the Caroline, of Baltimore, outward bound, on her second cruise, and after taking out some valuable dry goods, sent to Charleston.

856. Ship Annette Catharine, called a Swede, she had a clearance from Boston, for the West Indies, in ballast, but had on board a cargo of provisions; captured by the Saucy Jack, of Charleston, and sent to Savannah.

857. Schooner Nimble, laden with logwood, captured by the Saucy Jack, of Charleston, and sent to Beaufort.

858. Schooner Jason, of Nassau, with a quantity of dry goods, captured by the Caroline, of Baltimore, divested of the cargo, and burnt.

859. Schooner ——, with dry goods and other valuables, captured by the Kemp, of Baltimore—vessel and cargo sold to great advantage at Cape Francois.

860. Schooner Trinitaria, captured by the Saucy Jack, of Charleston, and sent to Savannah.

869. Nine valuable British vessels, captured by the privateer Prince of Neufchatel, of New York, on the

my's coast—some sent to France, some destroyed.—*A wholesale speculation!*

The very valuable ship (No. 319) called the Galatea, sent into North Carolina, by the Chasseur, of Baltimore, was condemned, ship and cargo being *bona fide* British, and were ordered to be sold. The following are some of the items of the cargo, as advertised for sale.—110 crates of earthenware, thirty-five casks of hardware, four hundred kegs of ground white lead, one hundred and eight casks, and two hundred and one cases claret, sixteen smith's bellows, six dozen common ditto, two cases crosscut saws, twenty-one cases of frying pans, six cases of anvils, vises, &c. two cases Irish linens.

878. Nine vessels, captured by the Comet, of Baltimore, in the West Indies, divested of their valuable articles, and destroyed.

882. Four vessels, captured by the Comet, and ransomed—money in hand.

884. Two other vessels, captured by the Comet, heretofore omitted, and sent to N. Carolina.

885. Brig Appollo, burthen 250 tons, mounting six guns, of Pool, (England) laden with one thousand hogsheads of salt, captured by the America, of Salem, and sent to Salem.

886. Brig Ann, captured by the America, and given up to release the prisoners.

887. Cutter Patty, from Scotland, captured by the America, and sunk.

888. Brig ——, captured by the America, and sunk.

889. The very valuable brig Henry, mounting six guns, burthen 200 tons, copper bottomed, from Liverpool, for Buenos Ayres, laden with three hundred packages of dry goods, and other valuable articles, invoiced at £40,000 sterling; captured by the Governor Tompkins of, and sent to N. York.

890. Brig Abel, laden with one hundred and fourteen hogsheads, three tierces, and one hundred and forty barrels of sugar, &c. captured and sent to Elizabeth.

891. Ship ——, in ballast, from Liverpool, bound to Antigua, captured by the Invincible, of Salem, and sent to Wilmington, N. C.

892. Schooner Encouragement, from Antigua, bound for Nova Scotia, laden with twenty hogsheads of sugar, twenty do. of molasses, and five of rum, captured by the Frolic, of Salem, and destroyed.

893. Brig Two Sisters, from Malaga, bound to Holland, richly laden with wine, fruits, &c. captured off Cape Finisterre, by the Wasp of, and sent to Philadelphia.

894. Schooner Hope, from St. Andrews, bound for Barbadoes, with a cargo of lumber, beef, oil, &c. captured by the America, of Salem, and burnt.

895. Schooner Sylph, of Liverpool, N. S. laden with fish, oil, &c. captured by the America, and burnt.

The America, at this time, had captured no less than twenty-six prizes; and the property taken and safely arrived (which is not all) amounted to *eleven hundred dollars!*

896. Schooner Eclipse, laden with salt, captured by the Wasp of Philadelphia, but lost on Rockaway beach, N. J.

897. Schooner Cobham, of Bermuda, captured by the Jonquilla, of New York, and sent to Wilmington, N. C.

898. Brig Louisa, laden with oil and fish, captured by the Kemp, of Baltimore, and sent to Elizabeth city, N. C.

899. Ship Hebe, from Halifax, bound for Bermuda, with a cargo of coal, lumber, &c. captured by the Surprise, of Baltimore, the third day after she left the Chesapeake, and sent to a southern port.

900. "His Britannic Majesty's" schooner Pictou, captured by the United States' frigate Constitution, and *demolished*.

901. Ship Lovely Nancy, captured by the same, divested of her valuables, and employed as a cartel, and sent with prisoners to Barbadoes.

902. Schooner Phœnix, captured by the same, cargo removed, vessel destroyed.

903. Large Snow ——, captured and demolished.

904. Brig Nimble, with a cargo of West Indian produce, captured by the letter of marque Invincible, and sent to Teneriffe, where, as the vessel was not sea-worthy, the cargo, it is supposed was disposed of.

905. Brig Ceres, in ballast, captured in the Bay of Biscay, by the Grampus, of Baltimore, on her home-ward bound passage from Bordeaux, and burnt.

906. Schooner ——, laden with seventy hogsheads of sugar, captured by the Saratoga, of New York, and sent to N. Bedford.

907. Schooner Friend's Adventure, laden with sixty hogsheads of rum, fifty-eight hogsheads of molasses, thirteen hogsheads of sugar, &c. captured by the Fox, of Portsmouth, and sent to Wiscasset.

908. Brig Fanny, of London, laden with fish, captured by the letter of marque ship Galloway, of New York, on her passage from France, and sent to Nantz.

909. Brig ——, laden with lumber, captured by the Fox, of Portsmouth, and burnt.

910. Schooner ——, laden with mahogany, captured by the Snap Dragon, and sent to Beaufort, N. C.

911. Schooner Kentish, with a full cargo of sugar, captured by the Saratoga, and sent to Fairhaven.

912. Schooner Prince Regent, mounting ten guns, captured by the Invincible, of N. York, and after being stript of her armanent, dismissed.

913. Cutter Lyon, with dry goods, hardware, &c. captured by the Invincible, and being divested of her most valuable articles, dismissed.

914. Brig Portsea, of eight guns, captured by the Invincible, and dismissed.

915. Brig Conway, mounting ten guns, cargo of dry goods, captured by the Invincible, and after taking the cargo out, sent to Cambden, Me.

916. Schooner Francis and Lucy, laden with fish, oil and lumber, captured by the Invincible, and given to the prisoners.

917. Brig James, from the Isle of France, bound for England, captured by the Wasp, of Philadelphia, divested of part of her cargo, then manned and ordered into port.

919. Two vessels captured by the same, one destroyed the other given to get rid of the prisoners.

920. A vessel laden with furs, captured on Lake Champlain, by the privateer boat Alert, of and sent to Burlington.

921. Ship Union, from Jamaica, laden with sugar, captured by the Rambler; re-captured by the Curlew, but lost near Sambo Lighthouse.

922. Brig Fair Stranger, laden with fish, oil, &c. captured by the Fox, of Portsmouth, and sent into that place.

923. The Mary, a British transport, carrying sixty-two French prisoners to England from Sicily, captured and sent to France by the Rattlesnake, of Philadelphia. The enemy made battle, but was compelled to haul down his colours, the captain and two seamen being killed, and three wounded. The officers on their arrival in England, made public acknowledgments of the gentlemanly conduct of captain Moffit. He restored them all their personal property.

924. Brig ——, from Lisbon, for Passage, captured by the Expedition, of Baltimore, and destroyed.

925. Schooner Miranda, captured by the Chasseur, of Baltimore, divested of some dry goods, and burnt.

926. Sloop Martha, laden with government stores, captured by the Chasseur, divested of the valuable part of her cargo, the remainder destroyed and the vessel converted into a cartel, to release the prisoners.

928. Two other vessels, captured and destroyed by do; one of them had on board a quantity of gold coin.

929. Brig Experience, from Jamaica, to Gonaives, captured by the Caroline, of Baltimore, chased ashore on the isle of Cuba—crew saved.

930. The very valuable ship Experience, from England, bound for Amelia Island, with a full cargo of dry goods, glass-ware, &c. &c. burthen 300 tons, worth \$250,000, captured by the privateer Rapid, and sent to Savannah.

931. Schooner ——, laden with rum, cocoa, &c. captured by the Perry, of Baltimore, and sent into the Delaware.

932. Schooner Francis, with bullocks, for the British army, captured off the French coast, by the letter of marque schooner Midas, of Baltimore, on her home-ward bound passage, and burnt.

933. Schooner Appalladore, laden with four hundred and fifty boxes of fruit, captured by the Midas, and committed to the care of Neptune.

935. Schooner William, and sloop Irwin, both captured by the said Midas, and sent as cartels with fifty-nine prisoners, to a British port.

936. Brig Bellona, laden with Madeira wine and fruit, captured by the Globe, of Baltimore, but by stress of weather compelled to enter Barracoa (Cuba) where being condemned as unseaworthy, the vessel and cargo was disposed of.

937. Schooner Prince Regent, from Malaga, bound for Halifax, laden with fruit, wine and oil; captured by the United States' ship Adams, and burnt—cargo taken out worth \$17,000.

938. Schooner Industry, from Newfoundland, bound for Grenada, cargo worth \$13,000, captured by ditto and ditto.

939. Sloop ——, laden with rice, captured by ditto, on the coast of Africa, divested of her cargo, and dismissed.

940. Brig Roebuck, captured by the same, worth \$25,000; a quantity of ivory taken out, and the rest of her cargo destroyed, then given up to parole the prisoners.

A letter from an officer on board the Adams, to his friend in Baltimore says—" March 25th, took an English East Indiaman, the Woodbridge, by name, and would have made a glorious blaze of her, if bad luck had not sent a fleet of twenty-eight sail of men of war and Indiamen, to her rescue, just as she had struck her colors.

941. Ship Equity, from London, bound for Limerick, captured by the Rattlesnake, and burnt.

942. Ship Adston, captured by the Rattlesnake, and burnt.

943. Sloop ——, captured by the Saratoga, of New York, and sent to Fairhaven.

944. Sloop ——, cut out of Curracoa, by the boats of the Saratoga, and sunk.

945. Schooner ——, captured by ditto, and ransomed.

946. "His Britannic Majesty's" sloop of war Epervier, rating eighteen guns, captured by the United States' ship Peacock, captain Warrington, of the same rate, after

a ~~treacherous~~ action of forty minutes, the former having the weather gauge. The Epervier, had eleven killed and fifteen wounded; the Peacock, none killed, two wounded! The former uninjured, proceeded on her cruise; the latter is very much torn to pieces, and had five feet water in her hold.

The Cash, between 100 and \$150,000, was transferred from the Epervier to the Peacock. The prize arrived safely, May 1st, 1814, at Savannah.

Copies of letters from Capt. Warrington to the Secretary of the Navy.

SIR—I have the honor to inform you, that we have this morning captured, after an action of 42 minutes, his Majesty's brig Epervier, rating and mounting 18 32 pound carronades, with 128 men, of whom 8 were killed and 13 wounded (according to the best information we could obtain) among the latter is her 1st lieut. who has lost an arm, and received a severe splinter wound on the hip. Not a man in the Peacock was killed, and only two wounded, neither dangerously so. The fate of the Epervier would have been determined in much less time, but for the circumstance of our foreyard being totally disabled by two round shot in the starboard quarter, from her first broadside, which entirely deprived us of the use of our fore and foretopsails, and compelled us to keep the ship large throughout the remainder of the action.

This, with a few topmast, and topgallant backstays cut away, a few shot through our sails, is the only

injury the Peacock has sustained. Not a round shot touched our hull ; our masts and spars are as sound as ever. When the enemy struck, he had five feet water in his hold, his main topmast was over the side, his main boom shot away, his foremast cut nearly in two, and tottering, his fore rigging and stays shot away, his bowsprit badly wounded, and 45 shot holes in his hull, 20 of which were within a foot of his water line. By great exertions we got her in sailing order just as dark came on. In fifteen minutes after the enemy struck, the Peacock was ready for another action, in every respect but her foreyard, which was sent down, fished and had the foresail set again in 45 minutes—such was the spirit and activity of our gallant crew.

The Epervier had under her convoy, an English hermaphrodite brig, a Russian, and a Spanish ship, which all hauled their wind and stood to the E. N. E. I had determined upon pursuing the former, but found that it would not answer to leave our prize in her then crippled state, and the more particularly so, as we found she had \$120,000 in specie, which we soon transferred to this sloop. Every officer, seaman and marine, did his duty, which is the highest compliment, I can pay them.

I am respectfully,

L. WARRINGTON.

P. S. From lieut. Nicholson's report, who was counting up the Epervier's crew, there were eleven killed, and fifteen wounded.

L. W.

Savannah, May, 4th, 1814.

SIR—I have great satisfaction in being able to report to you, the arrival of the Peacock at this anchorage to day, and also the arrival of the Epervier on Monday last. I have now to detail to you the reason of our separation. We made sail as mentioned in my last, on the evening of the 29th of April. The next afternoon we were, at half past five, abreast the centre of Amelia Island, with the vessels in sight over the land, when two large ships, which had been seen sometime previous, a little to the northward of the Island, were clearly ascertained to be frigates and in chase of us. In this situation, at the suggestion of lieut. Nicholson, I took out all but himself and sixteen officers and men, and stood to the southward along shore, on a wind, leaving him to make the best of his way for St. Mary's, which place, I felt confident he would reach, as the weather frigate was in chase of the Peacock, and the other was too far to the leeward to fetch him—at 9 we lost sight of the chaser, but continued standing all night to the southward, in hopes to get entirely clear of him.—At day light we shortened sail, and stood to the northward, and again made the frigate ahead, who gave chase the second time, which he continued until 2 P. M. when finding he could not come up, he desisted.—In the evening we resumed our course, and saw nothing until daylight on Tuesday morning, when a large ship supposed to be the same, was again seen in close of us, and was again run out of sight.

R

This morning at half past three, we made Tybee light, and at half past eight anchored near the United States' ship Adams. As the enemy is hovering close by St. Mary's, I concluded that he had received information of, and was waiting to intercept us. Accordingly we steered for this place, where we received intelligence of the Epervier's arrival, after frightening off a launch, which was sent from the enemy's ship to leeward on Saturday evening, to cut him off from the land.

From the 18th of April, to the 24th, we saw but one neutral and two privateers, both which was chased without overhauling, although we ran one among the shoals of Cape Canaveral, and followed him into four fathom water. We have been to the southward as far as the great Isaacs, and have cruized from thence to Maranilla reef, and along the Florida shore, to Cape Canaveral ; not a single running vessel has been through the Gulf in all this time.—The fleet sails from Jamaica, under convoy of a 74, two frigates and two sloops, from the first to the tenth of May. They are so much afraid of our cruisers that several ships, in the Havanna, ready for sea, which intended to run it (as it is called) were forced to wait the arrival of the convoy from Jamaica. The Epervier and her convoy, were the first English vessels we had seen.

We shall proceed in the execution of your further instructions, as soon as we can get a fore yard, provisions and water.

The Epervier is one of their finest brigs, and is well calculated for our service ; she sails extremely fast,

and will require but little to send her to sea, armament and stores are complete. I inclose you a list of the brig's crew, as accurately as we can get it.

I am, respectfully,

L. WARRINGTON.

United States' ship Peacock.

May, 5th, 1814.

SIR—As my letter of yesterday was too late for the mail. I address you again in the performance of a duty which is pleasing and gratifying to me in a high degree, and is but doing justice to the merits of the deserving officers, under my command, of whom I have hitherto refrained from speaking, as I considered it most correct, to make it the subject of a particular communication.

To the unwearied and indefatigable attention of lieutenant Nicholson (1st) in organization and training the crew, the success of this action is in a great measure to be attributed, I have confided greatly in him, and have never found my confidence misplaced.—For judgment, coolness and decision in times of difficulty, few can surpass him. This is the second action in which he has been engaged this war, and in both he has been successful. His greatest pride is to earn a commander's commission by fighting for, instead of *heir*ing it. From lieut. Henely (2d) and lieut. Voorhees (acting 3d, who has also been twice successfully engaged,) I received every assistance that zeal, ardor and experience could afford—the fire from their two divisions was terrible, and directed with the greatest precision and coolness.

In sailing master Percival, whose great wish and pride

it is to obtain a lieutenant's commission, and whose unremitting and constant attention to duty, added to his professional knowledge, entitles him to it in my opinion, I found an able, as well as willing assistant. He handled the ship as if he had been working her into a roadstead. Mr. David Cole, acting carpenter, I have also found such an able and valuable man in his occupation, that I must request in the most earnest manner, that he may receive a warrant; for I feel confident, that to his uncommon exertions, we in a great measure owe the getting our prize into port. From 11 A. M. until 6 P. M. he was over her side stopping shot holes, on a grating, and when the ordinary resources failed of success, his skill soon supplied him with efficient ones. Mr. Philip Myers, master's mate, has also conducted himself in such a manner, as to warrant my recommendation of him as a master. He is a seaman, navigator and officer; his family in New York, is respected, and he would prove an acquisition to the service. My clerk, Mr. John S. Townsend, is anxious to obtain through my means, a midshipman's warrant, and has taken pains to qualify himself for it by volunteering, and constantly performing a midshipman's duty—indeed I have but little use for a clerk, and he is as great a proficient as any of the young midshipmen, the whole of whom behaved in a manner that was pleasing to me, and must be gratifying to you, as it gives an earnest of what they will make in time; three only have been to sea before, and one only in a man of war, yet were they as much at home and as much disposed to exert themselves as any officer in the ship. Lieut. Nicholson speaks in high

terms of the conduct of Messrs. Greeves and Rodgers, (midshipmen) who were in the prize with him.

I have the honour to be, sir,
respectfully, your obedient servant.

L. WARRINGTON.

Hon. WILLIAM JONES, &c.

Peacock and *Epervier*.—The Peacock's length is 118 feet—breadth of beam 32 feet—depth of hold 14 feet—tonnage 509.

The Epervier's length 107 feet—breadth of beam 32 feet—depth of hold 14 feet—tonnage 477.

The Peacock mounts 20 guns, and Epervier 18 of the same calibre.

The Peacock had 160 men—the Epervier 128.

The Peacock had killed *none*, wounded 2; shots in her hull *none*.

The Epervier, had killed 11, wounded 15, shots in her hull 45 !

Extract of a letter from L. Warrington, Esq. captain of the United States' ship Peacock, to the secretary of the navy, dated

Savanna, May 12th, 1814.

SIR—I wrote to inform you, that the amount of the specie deposited in bank from H. M. late sloop Epervier is \$118,000, and that about \$10,000, as near as we can judge, have been plundered by her crew, to the disgrace of her commander and officers, who took no steps to restrain or prevent this lawless and unprincipled act.

I have taken upon myself to liberate from prison, until your pleasure shall be known (Seldon and Murray) who composed part of the Epervier's crew, and claiming protection from me as Americans; stating that they had been impressed and compelled to serve although repeatedly coming forward to give themselves up as prisoners of war.

Murray declares himself a Long Island man, and I believe him, for he has given such an accurate account of it as no stranger could have done. I have placed them on board the Troup (lieutenant Walpole) until the propriety of their claims is established or disallowed."

947. Sloop Cygnet, from Jamaica, with a cargo of rum, captured by the Saratoga, and sent to Wilmington, N. C.

948. Schooner Diligence, from Halifax, bound for St. John's captured by the York, of Baltimore, and destroyed.

949. Sloop Bonita, captured by the Delisle, of Baltimore, and destroyed.

950. Brig Robert, laden with fish and lumber, from St. John's, bound for Jamaica, captured by the Zebec Ultor, of Baltimore, and sent to Charleston.

951. Brig Favorite, captured in the bay of Biscay, by the letter of marque David Porter, of New York, divested of her valuable articles, and given up.

952. A ship under Portuguese colors, with English goods, British property, captured by ditto and ditto.

953. A brig under Swedish colors, laden with Bri-

tish property, captured by the said David Porter, and demolished.

954. Ship Doris, a counterfeit neutral, with a cargo of English dry goods, *bona fide* British, captured as above, and divested of which, she was permitted to depart in *peace*.

955. Brig Curlew, with a full cargo of wine, captured by the David Porter, of New York, divested of her cargo, and burnt.

956. Brig — — —, laden with rum and sugar, captured by the Rattlesnake, of Philadelphia, and sent to Portsmouth, New Hampshire.

957. Ship James, captured by the Young Wasp, of Philadelphia, and divested of \$24,000 specie.

958. Brig Swift mounting four guns, manned by fifteen seamen, bound for Halifax, with a cargo of sundries, captured by the Zebec Ultor, of Baltimore.

959. Brig Cameleon, copper bottomed, laden with rum and molasses, from the West Indies, bound for New Brunswick, captured by the Mammoth, of Baltimore, and sent to an Eastern Port.

961. Two vessels captured by the Caroline, of Baltimore, divested of their valuable articles, and demolished.

962, 963, 964, 965, 966, 967, 968, 969, 970, 971.

Ships—Liberty, Ann, Elizabeth, Bachelor, Sisters, Traveller, Wales, John, Fanny and St. Antonio—ten valuable vessels captured by several of our privateers (from the French Ports) sent in, sunk or divested. The foregoing is an imperfect list of the captures; particulars may appear hereafter.

972. Schooner Hope, from St. John's, Newfoundland, laden with fish, captured by the Pike, of Baltimore, and sent to Saco.

973. Schooner Pickrel, from Dartmouth, Old England, bound for Quebec, laden with dry goods, teas, &c. captured by the Pike, of Baltimore, divested of her cargo, and destroyed.

974. Ship Askew, from Palermo, bound for Belfast, captured by the True Blooded Yankee, and sent to France.

975. The large and elegant British ship Pelham, (late captain Boyd) burthen 540 tons, coppered to the bends, mounting ten twelve pound carronades and two long sixes, with a complement of thirty-five to forty men, exclusive of several passengers, cargo as follows, viz.

One hundred and ninety-four packages of dry goods, consisting of India checks and stripes; Gurrahis, romals, seersuckers; Habassers, bedticks, checks, ginghams, calicoes, shawls; madras and mala-bar handkerchiefs, Irish linen, lawn, diaper, shirtings, creas, dowlas, platillas, brown linen, duck, sheeting; Osnabругs, bagging, shoes, boots, saddlery, &c. &c. Three hundred packages of sundries, consisting of hardware, glassware, earthenware, mustard, pickles, sauces, preserves, porter, ale; Madeira and Sherry wines, white lead, paints, gunpowder, lintseed oil, glue, ochre, twine, scines, hats, &c.—One organ and one piano forte.

The Pelham was from London, bound for Port au Prince, sailed from Portsmouth, on the 9th of March,

1814, in convoy, and was captured on the 30th of April following, off Cape Nicola Mole, after a well contested action of upwards of two hours. She was finally carried by boarding, after her crew had made a stout and gallant resistance of from ten to fifteen minutes on her own decks.

The officers and crew of the Pelham, behaved in the most heroic manner, and did not yield until actually overpowered by numbers. The day previous to her capture, she had an engagement with *two* Carthaginian privateers, which she succeeded in beating off; but the perseverance and courage of the officers and crew of the Saucy Jack, were not so easily overcome: they captured and brought her to Charleston.

This was only her second voyage, and she was most completely fitted. Her cabin was hung round with a variety of large and elegant coloured naval prints, in rich gilt frames; among which was a representation of the engagement between the Chesapeake and Shannon, in two views—during her skirmish with the Saucy Jack, an eighteen pounder from “Long Tom” found its way through the ship’s side, and demolished one of its views, with several others.

976. Ship Fortuna (under Russian colours) from Havanna, for Riga, laden with one thousand five hundred and twenty boxes of sugars, enemies’ property, captured by the Roger, of Norfolk, and sent to Beaufort.

977. Schooner Phebe, with a cargo of rum and molasses, captured by the Hawk, of Washington, and sent to Wilmington, N. C.

978. Brig Kutozoff, well armed, from La Guira, for Gibraltar, with a cargo of coffee, cocoa and hides, worth £50,000, captured after a very severe action, and carried by boarding, by the Surprize, of Baltimore, and sent to Frankfort, Maine.

979. Schooner Young Farmer, from La Guira, with a cargo of indigo, worth \$40,000, captured by the letter of marque Henry Guilder of, and sent to N. York.

980. Schooner Miranda, with dry goods, captured by the Chasseur, of Baltimore, divested of her cargo, and burnt.

981. Sloop Martha, laden with British government stores, captured also by the Chasseur, divested of part of her cargo; the residue being destroyed, the vessel was converted into a cartel for the exchange of prisoners.

982. Schooner Ann Maria, laden with provisions, captured by the Chasseur, and burnt.

983. *American* schooner William, of Bristol, Rhode Island, bound from Martinique, for Havana, with a quantity of cash, in gold, captured by the same, divested of her precious metals, and burnt. This was worth five honest enemies!

984. Polacre ship Joanna, of Malta, bound from Constantinople, for Lisbon, with a cargo of wheat and barley, captured by the Chasseur and burnt.

985. Two vessels captured by the letter of marque James Monroe, on her passage from L'Orient, to Savannah, and burnt.

987. Schooner Brilliant, mounting six guns, bur-

then 157 tons, an elegant vessel, late a New Providence privateer, laden with one hundred and sixteen casks of spermaceti oil, forty-one bales of cotton, and some logwood, captured by the privateer Scourge, of New York, on her return from a successful cruise in the North sea, during a space of twelve months.

988. Ship Symmetry, a very valuable vessel of 350 tons, coppered bottom, laden with salt, crates and hardware, captured by do. as above, and burnt.

989. Ship Winchester, burthen 400 tons, with a full cargo of crates, porter, &c. captured by the Scourge, and burnt.

990. Brig Union, burthen 200 tons, with a cargo of tobacco, captured by the Scourge, and burnt.

991. A new ship, in ballast, ditto.

992. Sloop ——, captured by the Scourge, and converted into a cartel, to release prisoners.

993. Ship Caledonia, burthen 300 tons, taken and burnt.

994. Brig ——, from Dublin, bound for Quebec, captured by the same, and sunk.

995. Brig Dove, from Liverpool, Nova Scotia, laden with lumber, captured by the Fox, of Portsmouth, and burnt.

996. Ship Jane, in ballast, from Scotland, bound for Marsmashea, divested and given up to release the prisoners.

997. Brig Balize, from Liverpool, bound for Quebec, with a cargo of dry goods, hardware, and glass-ware, invoiced at £80,000 sterling, captured by the privateer Fox, of Portsmouth.

998. Ship Mermaid, laden with salt and coal, captured by the General Pike, of Baltimore, and sent to Dameriscotta.

999. Ship Commerce, from Limerick, bound for Bilboa, laden with one hundred and eighty tons of barley, and one hundred tons of oats, captured by the Lawrence, of Baltimore, and arrived at Portland.

1000. Ship Upton, burthen 270 tons, navigated by one hundred and four men, and mounting sixteen guns (some passengers) from Cork, for Newfoundland, with a very valuable cargo, captured after a pretty warm action, in which she had one killed and one wounded, by the Diomede, of Salem, and arrived at Wiscasset.

1001. Letter of marque ship Hero, captured by the above named *prize*, ship Upton, after a fight of twenty minutes, with a much superior force; she was divested and given up to get rid of the prisoners.

1002. Brig Providence, from Maryport, bound to Nova Scotia, captured by the Diomede, and sunk.

1003. Brg Harmony, from Maryport, to Nova Scotia, captured by the Diomede, and burnt.

1004. Brig Recovery, from Halifax, for St. Andrews, driven on shore by the Diomede, and destroyed.

1005. Brig Melpomene, mounting six guns, laden with two hundred and fifty pipes of wine, captured by the Chasseur, of Baltimore, and sent to Newport.

1006. Brig Britannia, from Teneriffe, laden with wine, taken by the Chasseur, sent to Beaufort

1007. Brig ——, laden with rum and sugar, from Jamaica, to England, captured by the Roger, of Norfolk, and sent to a southern port.

1008. Schooner ——, captured by a Baltimore privateer, and sent to Newport.

1009. Ship Henry Dundas, for Lisbon, captured by the Rattlesnake privateer, and released.

1010. Brig Indian Lass, from Liverpool, for St. Michaels', with dry goods, &c. captured by the Grand Turk, of Salem, divested and ordered in—The Grand Turk, arrived safe in port with the cargo of the prize, worth \$65,000, and thirty prisoners.

1011. Brig Catherine, from Lisbon, to London, captured by the Grand Turk, re-captured by the British brig Bacchus; re-re-captured by the Grand Turk, and then, to prevent future accidents, she was burnt.

1012. Sloop Caroline, from London, bound for St. Michaels', with a cargo of dry goods, &c. captured by the very same Grand Turk, divested of her cargo and dismissed.

1017. Three heavy gun boats, one carrying a long twenty-four pounder, and a sixty-eight pound carronade—each of the others two heavy guns; and two cutters with about one hundred and eighty men in all, captured by the *Riflemen*, under major Appling, at Sandy Creek. The enemy in this action had thirteen killed, twenty-eight wounded, and one hundred and thirty taken: among whom several officers.

1018. Schooner Traveller, laden with one hundred and seventy-four puncheons of rum, &c. captured by the Diomede, of Salem, and sent to Thomastown.

1019. Brig Ceres, from Buenos Ayres, bound for London, with four hundred tons of hides and tallow.

captured by the Lawrence, of Baltimore, and arrived safely at Portland.

1019 By mistake this vessel ran into Shelburne, Nova Scotia, where she lay several hours, when the mistake was discovered by the prize master's going on shore to learn *where he was!* Ascertaining that, he came away speedily, but unmolested.

1020 Ship Cod Hook, with a cargo of seven hundred hogsheads of salt, some dry goods, crates, flour, bread and iron; captured by the Diomede, and sent to Castine.

1021. Schooner Vittoria, captured by the letter of marque cutter sloop Hero, of New York, on her passage from France, was manned and ordered for an American port, but soon after retaken by a British war vessel, and the American prize crew all taken out but one man, and replaced by Englishmen. *After being in possession of the British prize crew a few days, they agreed to bring her into the first American port. She is a fine large schooner, laden with rum and molasses,* and arrived safely at Charleston.

1022. The cargo of the Russian Ship Joachim, very valuable, sent to a southern port, by the Caroline, of Baltimore, condemned as British property--vessel cleared.

1023. Schooner Robert Hartwell, from Antigua, for Bermuda, laden with sugar and molasses, valued at \$20,000, captured by the cutter Hero, of N. York, and sent to Newbern.

1024. Brig Liddelle, from Liverpool, bound for

Newfoundland, laden with salt, captured by the *Amelia*, of Baltimore, and converted into a cartel.

1025. Brig *Jesse*, mounting six guns, from London, for Newfoundland, laden with bread, porter, &c., captured by the *Amelia*, and burnt.

1026. Schooner *Ann*, with an assorted cargo of dry goods, captured also by the *Amelia*, divested of her effects, and sent as a cartel to Halifax.

1028. Two vessels, captured by the *Hero*, of New York, on her homeward bound passage from France, and ransomed.

1029. Schooner *Octavia*, captured by the *Harrison*, of Baltimore, and sent to a southern port.

1031. Brig *Little Fox*, and a Schooner, taken by the United States' sloop of war *Frolic*, previous to her capture, and destroyed.

1032. Schooner *Funchall*, with a cargo of rum and sugar, captured by the *Hero*, of New York, and sent to Newbern, N. Carolina.

1033. The very elegant ship "London Packet," mounting twelve guns, laden with four hundred pipes of Wine and Brandy, captured by the *Chassene*, of Baltimore, and sent to an eastern port.

1034. Brig *Astrea*, mounting fourteen guns, laden with fish, captured by the *Midas*, of Baltimore, and sent to Savannah.

1035. Privateer schooner *Desh*, mounting one long, and several small guns, and navigated by forty men, captured by the said *Midas*, and sent to Savannah.

 Some circumstances attending the last men-

tioned capture, deserve to be particularly mentioned; they are as follow. The Midas was lying at Savannah when the Dash appeared near that port, and captured three coasters, laden with six or seven hundred bales of cotton, and other goods. The Midas instantly made sail in pursuit of the Dash, and her prizes, and in the course of five days returned, after having re-captured the three coasting vessels, made prize of the Dash, together with the Astrea, which had been re-captured by the Dash.

1036. Schooner Union, with a cargo of fish-oil, captured by the Amelia, of Baltimore.

1037. Gun-boat Black Snake, captured on the river St. Lawrence, by Lieutenant Gregory, of the navy of the United States, scuttled and sunk.

1038. Sloop Friendship, laden with dry goods, likewise the sum of \$7000, in specie; captured by the Revenge, of Baltimore, divested of her valuables, and destroyed.

1039. Schooner Alert, captured by the Revenge, and destroyed.

1040. Schooner Mary Ann, also taken by the Revenge, divested, and released.

1041. Sloop Active, laden with lumber, captured by the Fairy, of Baltimore, and burnt.

1042. Brig Lord Nelson, of Belfast, from Rio Janeiro, laden with jerked beef, captured by the Xebec Ultor, of Baltimore, and burnt.

1043. Schooner Nancy, of Demarara, in ballast, captured by the said Xebec Ultor, and burnt.

1044. Schooner ——, with sixteen hogsheads

of sugar : divested of part of her cargo, and afterwards burnt.

1045. Schooner ——, with eleven hogsheads of sugar, captured also by the Xebec, and burnt.

1046. Schooner ——, in ballast, captured by the Xebec, and burnt.

1048. Two small vessels, captured by the Xebec Ultor, of Baltimore, and burnt. She captured four or five others, and released them——manned a brig of fourteen guns, and ordered her for France, and two others, for the United States.

1049. Portuguese Ship, San Jose, from Liverpool, for Rio Janeiro, with a rich cargo of dry goods, hardware, &c. estimated at 5 to \$600,000, understood to be British property, captured by the Yankee, of Bristol, and sent to Portland.

1050. Privateer Schooner Amnesty, mounting one gun, navigated by twenty-four men, captured by the Xebec Ultor, of Baltimore, and burnt.

1051. Sloop Tickler, captured by the Xebec Ultor, of Baltimore, and sent to Wilmington, North Carolina.

1052. Schooner Rambler, with dry goods, &c. captured by the Perry, of Baltimore, and sent to Wilmington, N. Carolina.

1053. Schooner Fairy, of Waterford, (Ireland) two guns mounted, and six in the hold, laden with nine hundred and eighty barrels of flour, captured by the Perry, of Baltimore, and sent to Wilmington, North Carolina.

1054. His Britannic Majesty's Schooner Balaboo,

of six guns, and thirty men, captured by the Perry, of Baltimore, after a slight resistance, and sent to Wilmington, N. Carolina.

1071. The Balaboo, after capture, and entering port, was chased by a brig, which struck on the *Pan*, (a shoal) her sails were immediately lowered, and she instantly disappeared—(Good prize.)

1072. Includes eighteen small vessels, captured in the West Indies, by the Perry, of Baltimore, divested of their valuable commodities, and then destroyed.

1073. The rich ship Friendship, passing from London, for Lisbon, with a cargo invoiced at £100,000 sterling, seized and taken as British property, and sent, by the Herald, of New York, to Wilmington, N. Carolina.

1074. His Britannic Majesty's bomb vessel, burnt at Presque Isle, by two whale boats, from Sackett's Harbour.

1075. Ship Hugh Jones, from Belfast, bound for Guadaloupe, with a great cargo of very valuable goods, captured by the Yankee, of Bristol, divested of many bales, and sent to, and arrived at ——.

1076. Schooner Fox, captured off the coast of Ireland, by the Surprize, of Baltimore, and converted into a cartel.

1077. Brig James and David, in ballast, captured off the Irish coast, by the Surprize, of Baltimore, and after cutting away her masts, let her go.

1078. Brig Fidelity, captured by the Surprize, of Baltimore, and burnt.

1079. A tender of His Britannic Majesty's frigate Tenedos, one brass gun, three officers, and ten men captured by gun-boat, No. 88, and conveyed to Portsmouth.

1080. Schooner Ellen, from Belfast, bound for Lisbon, laden with pork and lard, captured by the Herald, of New York, and sent to Beaufort, North Carolina.

1081. Brig Duke of York, of Greenock, captured by the General Armstrong, of New York, and burnt.

1082. Sloop George, laden with pork, captured in sight of Ireland, by the General Armstrong, of N. Y. and sunk.

1083. Brig Swift, in ballast, captured by the General Armstrong, and employed as a cartel.

1084. Brig Defiance, bound for Lisbon, laden with bread, butter and whiskey, captured by the General Armstrong, and burnt.

1085. Brig Friendship, laden with provisions, and spiritous liquor, captured by the General Armstrong, and burnt.

1086. Brig Stag, with a very full and valuable cargo, of dry goods, captured by the General Armstrong, divested and burnt, in presence of a British frigate, brig and schooner.

1087. Ship Dorcas, cut out of Anquilla, by the boats of the General Armstrong, and sunk.

1088. Sloop Henrietta, bound to the Chesapeake, with stores, captured by the General Armstrong, and sent to Egg Harbor.

1089. Ship Berry Castle, mounting six guns, laden

partly with barilla, and partly with wine ; captured by the Yankee,—took out the wine, committed her armament to the deep, and let her drive.

1090. Schooner Linnet, with a cargo of fish and oil, captured by the Snap Dragon of, and sent to Newbern, N. Carolina.

1091. Schooner ——, captured by the Snap Dragon, divested of her valuable articles, and burnt.

1092, to 1097, Including six vessels, captured in the English channel, by the Prince of Neufchate!, and sent to Havre-de-Grace, France.

1098. British East Indiaman, the Countess of Harcourt, 600 tons, with a complement of ninety men, richly and deeply laden with the most valuable productions of the looms of Indostan, captured by the Sabine, of Baltimore, after a sharp conflict, and sent to a southern port.

1099. Schooner ——, captured by the General Armstrong, formerly the American privateer, was captured off Brazil, by the Lion privateer of twenty-eight guns, after a severe combat ; re-captured on her passage to England, by the late United States' brig Argus ; re-re-captured just going into France by a British seventy-four, and lastly re-re-re-captured by the General Armstrong.

1100. Brig ——, from Madeira, bound for Liverpool, Nova Scotia, captured by the Rambler, of Boston, on her way to Canton, divested of eighty or ninety casks of wine, and dismissed.

1101. A brig, captured by the late United States' brig Rattlesnake, and sunk.

1102. A schooner, captured by the United States' brig Rattlesnake, and sunk.

1103. The brig Fortitude, from Rio Janeiro, with a great cargo of hides, coffee, dyewood, &c. captured by the Surprize, of Baltimore, and sent to Union river, Maine.

1104. Schooner George Canning, from Spain bound for England, laden with Merino wool, and fruit, captured by the General Armstrong, of New York, and sent to Thomastown.

1105. Ship Pizarro, from Liverpool, bound for Amelia Island, laden with dry goods, crates, copper and salt, captured by the Midas, of Baltimore, and sent to Savannah.

1106. Brig Expiranza, from Amelia, bound for Havanna, laden with cotton, rice and flour, captured by the Midas, of Baltimore, and sent to Savannah.

1107. Brig Elsinore, from Turks Island, bound for Amelia Island, laden with salt, captured by the Midas and sent to Savannah.

1111. Ship Julia, Brig Mary Ann, Schooners John Duncan and Louisa, captured by the Harrison, of Baltimore, divested of property amounting to £18,000 sterling, and destroyed.

1112. Schooner ——, with a large amount of specie on board, captured by the Harrison, manned, and ordered for the U. States.

1113. Brig Betsy, with a cargo of fish, from Newfoundland, bound for Barbadoes, captured by the York, of Baltimore, and sent to Boston.

1114. Ship Alfred, in ballast, captured by the Harpey, of Baltimore, and sent to a southern port.

1115. Ship Antonio, under Russian colours, from Lisbon, bound for St. Michaels', laden with dry goods, brandy, and some hardware and crockery, captured by the Harpey, and sent to a southern port.

1116. Schooner Henry, with a cargo of fish, from Halifax, captured by the Saratoga, of N. York, and sent to N. Bedford.

1117, 1118. Two Brigs, in ballast, captured by the Saratoga, and burnt.

1119. Packet ——, captured by the Harpey, of Baltimore, and divested of \$10,000. This vessel was the Princess Elizabeth mounting eight guns, two of them long brass nines, nine twelve pound gunnades, and navigated by thirty-eight men, taken after a warm engagement in which she suffered some loss in killed and wounded and was much cut up. She had on board a Turkish Ambassador for England; an aid to a British general; and the second officer of a seventy-four. She was ransomed for \$2,000 after divesting her of her specie, her two brass, and two other guns, (the rest being thrown overboard) five pipes of wine and several other articles. The privateer had one man killed.

1120. Ship Hero, from Newfoundland, laden with four thousand, three hundred and thirty-three quintals of Codfish, captured by the Ida, of Boston, and sent to Hyannis.

1121. East India company's ship Countess of Harcourt, 520 tons, six heavy guns and ninety men; out-

ward bound, laden with dry goods, brandy, rum, gin, &c. &c. separated from the fleet in a gale, and captured in the British channel, by the *Sabine*, of Baltimore, and sent to a southern port.

1122. British King's packet *Landraile*, well armed, and navigated by thirty-three men, captured after a hard battle, in the British channel, by the *Syren*, of Baltimore, divested of her valuables, and crew turned adrift, prisoners, &c. brought to New York.

1123. A brig, captured by the *Syren*, and burnt.

1124. Brig ——, captured by the *Syren*, divested, and released.

1138. Fourteen enemy vessels, captured in the British Channel, by the Governor *Tonipkins*, of New York, divested of all their valuable articles, and burnt.

1139. Brig *Betsy and Mary*, from Spain, bound for London, laden with wool, captured by the *Kemp*, of Baltimore, and, after being divested of one hundred and five bales of Merino wool—burnt.

1140. Ship *Calypso*, under Swedish colours, with Dutch papers, captured by the *Kemp*, divested of a part of her cargo, and dismissed.

1141. Brig *Caledonia*, from Bordeaux, bound for Lisbon, also under Swedish colours, but with British papers, captured by the *Kemp*, divested of thirty bales of dry goods, and £3000 specie in the possession of the paymaster of the forty-first British Regt. (who was paroled) and dismissed.

1142. Brig *New Frederick*, from Smyrna, bound for Hull, captured by the *Kemp*, and out of humanity to an

Italian lady on board was permitted to proceed, after being divested of part of her cargo.

1143. Schooner Contract, laden with salt, captured by the Roger, of Norfolk, and sent to North Carolina.

1144. The British Transport Brig Doris, No. 650, from Senegal, bound for Portsmouth (Old England) having on board thirty or forty British soldiers, also two elegant horses, one hyena, two jackalls, &c. presents to the Prince Regent: captured by the Grampus, of Baltimore, and sent to Marblehead.

1145. Ship Hoppet, from Amelia Island, bound for England, with a cargo of cotton, captured by the Saucy Jack, of Charleston, and sent to Savannah.

1146. Brig Eliza, from Amelia Island, bound to Britain, laden with cotton, captured by the Saucy Jack, of Charleston, and sent to Savannah.

1147. Two merchantmen, names and particulars of capture not known; taken by the United States' brig Syren, and burnt.

1148. The British O's brig Melville, fourteen guns, laden with valuable stores, chased on shore in Lake Ontario, and destroyed.

1149. Schooner Mary, laden with dry goods, valued at 18000 sterling, from Jamaica, bound for St. Domingo, captured by the Shark, of New York, and sent to N. Orleans.

1150. Brig Hunter, armed with ten guns and manned with twenty men, laden with fish, captured by the United States' Corvette Adams, and destroyed.

1151. Brig Mary, from France, bound for New-

foundland, captured by the U. States' Corvette Adams, and destroyed.

1152. Schooner Favorite, laden with salt, captured by the Corvette Adams.

1153. Ship Paris, with a cargo of lumber and skins, captured by the Corvette Adams, and the skins, worth \$20,000, being taken out—destroyed.

1154. Schooner Maria, laden with lumber, captured by the Corvette Adams—destroyed.

1155. Brig Maria Wirman, from Havanna, bound for Scotland, laden with fifteen to sixteen hundred boxes of sugar, captured by the Yankee, of Bristol, and sent to Hyannis.

She is called a *Swede*.

1156. Cutter Wasp, captured by the privateer *Rattlesnake*, off the British coast—burnt.

1157. Brig Dover, of London, captured by the *Rattlesnake*—burnt.

1158. Brig Pickle, captured by the Pike, of Baltimore, and burnt.

1159. Schooner ——, from St. John's, captured by the Pike, divested of her valuable articles, and converted into a cartel.

1160. Schooner Industrious Bee, captured by the Pike, and burnt.

1161. Schooner Venus, captured by the Pike, and burnt.

1162. Schooner Lord Nelson, captured by the Pike, and burnt.

1163. Schooner Hope, captured by the Pike, and burnt.

1164. Brig Jane, laden with dry goods, and provisions, divested of part of her cargo, and converted to a cartel.

1165. Brig Orient, from Portsmouth (England) bound for Teneriffe, laden in part with dry goods, captured by the Pike, and scuttled.

1166. Brig John, from London, bound for Teneriffe, captured by the Pike, and burnt within gun shot of a British brig of war.

1167. Brig Kingston Packet, laden with oil and fish, captured by the Fox, of Portsmouth, and sent to Portland.

1169. A Brig and a Schooner, laden with fish, captured by the Herald, of New York, and sent to Ocracoke.

1170. Ship Samuel Cummins, 400 tons, laden with sugar and coffee, captured by the Pike, of Baltimore, this prize was wrecked on the southern coast: part of her cargo saved.

1171. Ship Five Sisters, laden with rum, &c. captured by the letter of marque schooner Dash, divested of two hundred puncheons and dismissed.

1172. British brig Reindeer, his Britannic Majesty owner, William Manners, Esq. Commander, one hundred and eighteen men, 382 tons, mounting two long six pounders, sixteen twenty-four pound carronades, one twelve pound caronade and two brass four pounders, from Plymouth (old England) on a cruise, out six days—Burnt by the United States' sloop Wasp.—

See the officials.

*Copy of a letter from Captain Johnson Blakeley, to the
Secretary of the Navy.*

United States' sloop Wasp,

L'Orient, 8th July, 1814.

SIR—On Tuesday the 28th ult. being then in lat. 48, 36, N. and long. 11, 15, W. we fell in with, engaged, and after an action of 19 minutes, captured his Britannic Majesty's sloop of war, the Reindeer, William Manners, Esq. commander. Annexed are the minutes of our proceeding on that day, prior to and during the continuance of the action.

Where all did their duty and each appeared anxious to excel, it is very difficult to discriminate. It is, however, only rendering them their merited due, when it is declared of lieuts. Reilly and Bury, 1st and 3d of this vessel, and whose names will be found among the conquerors of the Gurriere and the Java; and of Mr. Tillinghast, 2d. lieutenant, who was greatly instrumental in the capture of the Boxer, that their conduct and courage on this occasion fulfilled the highest expectation and gratified every wish.

Sailing master Carr, is also entitled to great credit for the zeal and ability with which he discharged his various duties.

The cool and patient conduct of every officer and man while exposed to the fire of the shifting gun of the enemy without the opportunity of returning it, could only be equalled by the animation and ardor exhibited when actually engaged, or by the promptitude and firmness with which every attempt of the enemy to board was met and successfully repelled. Such conduct may be seen, but cannot well be described.

The Reindeer mounted sixteen 24lb carronades, two long six or nine pounders and a shifting 12 pound carronade, with a complement on board of one hundred and eighteen men. Her crew were said to be the pride of Plymouth. Our loss in men has been severe, owing in part to the proximity of the two vessels and the extreme smoothness of the sea, but chiefly in repelling boarders. That of the enemy, however, was infinitely more so as will be seen by the list of killed and wounded on both sides. Six round shot struck our hull, and many grape which did not penetrate far. The foremast received a 24lb shot, which passed through its centre, and our rigging and sails were a good deal injured.

The Reindeer was literally cut to pieces in a line with her ports; her upper works, boats and spare spars were one complete wreck—A breeze springing up next afternoon, her foremast went by the board.

Having received all the prisoners on board, which from the number of wounded occupied much time, together with their baggage, the Reindeer was, on the evening of the 29th set on fire, and in a few hours blew up.

I have the honor to be, very respectfully,
Your most obedient servant,

J. BLAKELEY.

Hon WILLIAM JONES,

Secretary of the Navy.

Minutes of the action between the United States' S. Warp, and H. M. S. Reindeer, on the 28th of June, 1814, lat. 48, 36, N. long. 11, 15, W.

At 4 A. M. light breezes and cloudy; at $\frac{1}{4}$ after

4 discovered two sails, two points before the lee beam, kept away in chase, shortly after discoverd one sail, on the weather beam; altered the course and hauled by in chase of the sail to windward. At 8 sail to windward bore E. N. E. wind very light. At 10 the stranger sail bearing E. by N. hoisted an English ensign and displayed at the main (blue and yellow diagonally.) Meridian light airs and clouds, at half past 12, P. M. the enemy shewed a blue and white flag diagonally, at the fore, and fired a gun, 1h. 15m. believing we could weather the enemy, tacked ship and stood for him, 1h. 50m.—the enemy tacked ship and stood from us, 1h. 56m.—hoisted our colours and fired a gun to windward, which was answered by the enemy with another to windward. 2a. 20m.—the enemy still standing from us—set the royals 2h. 25m.—set the flying jib. 2h. 29m.—set the upper-stay sails.—2h. 32.—the enemy having tacked for us, took in the stay-sails 2h. 47m. furled the royals, 2h. 51m. seeing that the enemy would be able to weather us, tacked ship, 3h. 5m. the enemy hoisted his flying jib; brailed up our mizen, 3h. 11m. the enemy on our weather quarter distant about 20 yards fired his shifting gun, a 12 pound carronade at us, loaded with round and grape shot, from his top gallant forecastle, 3h. 17m.—fired the same gun a second time, 3h. 19m.—fired it a third time, 3h. 21m.—fired it a fourth, 3h. 24m.—a fifth shot, all from the same gun.—Finding the enemy did not get sufficiently on the beam to enable us to bring our guns to bear, put the helm alee, and at 26 minutes, commenced the action with the after carronade on the starboard

side and fired in succession, 3h. 4m.—hauled up the mainsail, 3h. 40m.—the enemy having his larboard bow in contact with our larboard quarter endeavoured to board us, but was repulsed in every attempt—At 3h. 44m. orders were given to board in turn, which were promptly executed, when all resistance instantly ceased, and at 3h. 45m. the enemy hauled down his flag.

J. BLAKELEY.

List of killed and wounded on board the United States' sloop of war *Wasp*, Johnson Blakeley, Esq. commander, in action with his Britannic majesty's sloop of war the *Reindeer*, on the 28th of June, 1814.

Killed.—Timothy Stevens, Thomas R. Peel, seamen; Joseph Vorse, Thomas Knight, John Brown, 2d O. seaman.

Wounded.—Henry S. Langdon, midshipman, dangerously; Frank Toscan, do. do. John Swett, master's mate, slightly; William Thompson, boatswain's mate, severely; John Dick, quarter master, do.; Nathaniel Scammon, seaman, do.; Jotham Perkins, do. dangerously (since dead); Charles Clinton, do. slightly; William Preston, do. slightly; Charles Green, do. dangerously (since dead); Robert Lowther, do. slightly; Andrew Passenger, do. severely; John Rowe, do. slightly; Joseph Atkins, do. dangerously (since dead); Morrel Roberts, do. do. Robert Jarvis, O. seaman severely; Henry Herbert, do. dangerously; Simon Cassalis, do. severely; John C. Thurston, do. dangerously; Caleb Wheedon, do. severely, John Ball, boy, dangerously (since dead).

RECAPITULATION.

Killed	-	-	-	-	5
Wounded	-	-	-	-	21

List of killed and wounded on board his Britannic majesty's sloop of war the Reindeer, in action with the United States' sloop of war the Wasp, on the 28th of June, 1814.

Killed.—William Manners, Esq. commander; John Thos. Barton, and 23 petty officers and seamen.

Wounded.—Thomas Chambers, 1st Lieut.; Richard Jones, master, and forty petty officers and seamen.

RECAPITULATION.

Killed	-	-	-	-	25
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Wounded.

Dangerously	-	-	-	-	10
Severely	-	-	-	-	17
Slightly	-	-	-	-	15
					—
				Total	42

N. B. More than half the wounded were, in consequence of the severity and extent of their wounds, put on board a Portuguese brig called the Lisbon Packet, on the third day after the action, to wit, 1st July, bound to Plymouth, England.

Copy of a letter from captain J. Blakeley to the Secretary of the Navy.

U. S. S. Wasp, L'Orient, July 8th, 1814.

SIR—I have the honor to announce to you the arrival of this ship to-day at this place — By the pilot who carried us out of N. H. I had the satisfaction to make you acquainted with our having left that place,

and again had the pleasure of addressing you by the French national brig Olive, and which was the first vessel we had spoken since our departure from the United States. From the time of our sailing I continued to follow the route pointed out in your instructions, until our arrival at this place, during which we have been so fortunate as to make several captures; a list of which will accompany this.—These with their cargoes were wholly destroyed, with one exception. This was the Galliott Henrietta, which was permitted to return with the prisoners, 38 in number, after throwing overboard the greater part of her cargo, leaving only a sufficiency to ballast her.

When arrived on our cruising ground I found it impossible to maintain any thing like a station, and was led in chase, farther up the English channel than was intended. After arriving on soundings, the number of neutrals which are now passing kept us almost constantly in pursuit. It gives me much pleasure to state to you the very healthy condition of the crew of the Wasp during the cruise. Sometimes without one on the sick list, and at no time, any who remained there more than a few days. Great praise is due to Dr. Clark, for his skill and attention at all times; but particularly after the action with the Reindeer, his unwearyed assiduity to the necessities of the wounded was highly conspicuous.

The ship is at present under quarantine, but we expect to be released from it to-morrow, when the wound-

ed will be sent to the hospital, and every exertion made to prepare the Wasp for sea.

I have the honor to be, very respectfully,

Your most obedient servant,

J. BLAKELEY.

The Hon. WILLIAM JONES,
Secretary of the Navy, Washington.

A list of British vessels captured by the United States' sloop Wasp, J. Blakeley, Esq. commander, between the 1st of May, and 6th of July, 1814, (Reindeer excepted).

1173. June 2d, Bark Neptune, John Mordiew, master, John Derryhouse, Gilbert Henderson, John Whiting and major Dawson owners, belonging to Liverpool, bound from Cork to Halifax, 207 tons, seventeen men, laden with sundries, out twelve days, burnt.

1174. June 13th, brig William, Daniel Rankin, master, William, James and Daniel Rankin owners, 91 tons, 9 x men, laden with barley, belonging to Dum-barton and bound from Limerick to Lisbon: out six days, burnt.

1175. June 18th, Brig Pallas, D. L. Cargill, master and owner, 131 tons, eight men, mounting two long six pounders, laden with skins, almonds, &c. belonging to Arbroath, and bound from Magadore, to London, out sixteen days, scuttled.

1176. June 23d, Galliot Henrietta, John Thompson, master, Robert Montgomery and Robert Green-law owners, 171 tons, 11 men, laden with provisions, belonging to Belfast, and bound from thence to Guadaloupe, out six days—Given up to the prisoners.

1177. June 26th, Ship Orange Boven, Stephen Redbrook, master, William Banks, Thomas Thatcher and William A. Moor, owners, 325 tons, 17 men, mounting two long nine pounders and six six pounders, laden with sugar and coffee, belonging to Bermuda, and bound from thence to London; out 29 days, scuttled.

1178. July 4th, brig Regulator, Robert Fildes, master, John Anderson and James Rosson, owners, 112 tons, 8 men, laden with wine: belonging to Liverpool, and bound from Oporto, to London, out 12 days, burnt.

1179. July 6th, schooner Jenny, Thomas Spearpoint, master and owner, 151 tons, 10 men, laden with sweet oil, belonging to Plymouth, and bound from Leghorn, to St. Petersburgh: out thirty days, scuttled

1180. Schooner ——, captured by the Leach, of Salem, ransomed.

1181. Brig of 200 tons, with a cargo of rum, sugar, molasses, lime juice and lignum-vitæ, estimated at \$3 ,000 value: captured by the Hero, of and sent to Newbern.

1182. Brig Mars, from Mogadore, captured by the David Porter, of Boston (the Whig of Baltimore, in company) divested of great part of her cargo, and ordered in.

1183. Brig Cornwallis, laden with barilla, captured by said David Porter, and converted into a cartel.

1184. Ship Vester, from Rio Janeiro, bound for England, mounting 6 guns, divested of her least bulky and most valuable articles and ordered into port.

1185. Brig Horatio, from Rio Janeiro, bound for England, with a cargo of hides and tallow, captured by the D. Porter, and ransomed for a bill of \$20,000.

1186 Ship Liddle, from Liverpool, bound for Merimachi, captured by the Amelia, of Baltimore, divested and given up to get rid of the prisoners.

1187. Ship Jesse, from London, bound for Newfoundland, captured by the David Porter, of Boston, and burnt.

1188. Schooner Mink, laden with flour, a new vessel, built on Lake Superior, captured on Lake Huron, by the squadron under commodore Sinclair, and sent to Erie.

1189. Schooner Perseverance, also laden with provisions, captured on Lake Superior, by the squadron under commodore Sinclair, and destroyed.

1190. His Britannic Majesty's schooner Nancy, mounting three guns, a valuable vessel, richly laden with valuable stores, captured by the squadron under commodore Sinclair, at Nautuasaga, on Lake Huron, and destroyed.

1191. Brig Endeavor, a transport vessel, laden with sails, anchors, army stores and coal, captured by the Surprise, of Baltimore, and destroyed on Rockaway beach, near New York, by the British. Cargo, &c. partially saved.

1192. Cutter Jubilee, from Teneriffe, laden with wine, captured by the Whig, of Baltimore, divested of part of her cargo, and made a cartel.

1193. Schooner Alexandria, in ballast, captured by the Whig, and burnt.

1194. Brig Irish Miner, laden with coal, captured by the Whig, and made a cartel.

1195. Brig Princess Mary, from Ireland, bound for London, with government provisions, captured by the Whig, and burnt.

1196. Brig Enza, from Ireland, to London, with stores, captured by the Whig, and after the cargo was committed to the wave, made a cartel.

1197. Schooner Esperance, from Chalon Bay, bound for Corunna, captured by the Whig, and destroyed.

1198. Ship London, from Merimachi, bound for Liverpool, laden with timber, captured by the Whig, and burnt.

1199. Ship Postethwell, from Cork, bound for Merimachi, in ballast, captured by the Whig, and burnt.

1200. Brig Nancy, from Liverpool bound for Halifax, laden with dry goods, captured by the Portsmouth, of Portsmouth, divested of 300 and 18 packages of goods, invoiced at £27,000 sterling, and ordered in.

1201. A sloop from Halifax, captured by the same, divested of her valuable goods, and given to the prisoners.

1202. Schooner Columbia, from Halifax, bound for Barbadoes, with a cargo of fish and lumber, worth £4,000, captured by the Portsmouth, and sent to Newburyport.

1203. Brig Fire Fly, from Smyrna, bound for London, with a full cargo of drugs, wines and silks, captur-

ed by the *Sabine*, of Baltimore, and sent to Wilmington, North Carolina.

1204. Brig *Mary* and *Eliza*, from Halifax, laden with lumber, &c. captured by the *Argo*, of Baltimore, and chased ashore off Barregat, where she was burnt.

1205. Schooner ——, with a cargo of provisions, captured by the *Portsmouth*, of Portsmouth, N. H. and sent to an eastern port.

1206. Brig *Argo*, from Dublin, with one hundred puncheons of Irish whiskey, a quantity of port wine and provisions, captured by the *Surprise*, of Baltimore, and sent to Portland.

1207. Brig ——, laden with rum and molasses, captured by the *Grampus*, of Baltimore.

1208. "*His Majesty's*" frigate *La Confiance*, 39 guns, captured on Lake Champlain, by commodore Macdonough!

1209. "*His Majesty's*" brig *Linnet*, 15 guns, captured on Lake Champlain, by commodore Macdonough!!

1210. "*His Majesty's*" sloop *Chub*, 11 guns, captured on the same by commodore Macdonough!!!

1211. "*His Majesty's*" sloop *Finch*, 11 guns, captured on the same by commodore Macdonough!!!!

1214. Three of "*His Majesty's*" gallies of two great guns each, sunk in the same by commodore Macdonough!!!!

See the official account.

Copies of letters from Com. Macdonough to the SECRETARY of the NAVY, dated U. S. ship Saratoga, at anchor, off

Plattsburgh, Sept. 13, 1814.

SIR—By Lieut. commandant Cassin, I have the honor to convey to you the flags of his Britannic Majesty's late squadron, captured on the 11th instant, by the United States' squadron under my command. Also my dispatches relating to that occurrence, which should have been in your possession at an earlier period, but for the difficulty of arranging the different statements.

The squadron under my command now lies at Plattsburgh—it will bear considerable diminution, and leave a force sufficient to repel any attempt of the enemy in this quarter. I shall wait your order what to do with the whole or any part thereof.

I have the honor to be, &c.

T. MACDONOUGH.

Hon. WILLIAM JONES,

Secretary to the Navy.

Copy of a letter from Lieutenant Cassin to Commodore Macdonough. United States' schooner Ticonderoga,

Plattsburgh Bay, Sept. 12, 1814.

SIR—It is with pleasure I state, that every officer and man under my command did their duty yesterday.

Yours respectfully,

STEPHEN CASSIN, Lieut. Com'g.

Copy of a letter from lieutenant Henley, to commodore Macdonough. U. S. brig Eagle,
Plattsburgh, Sept. 12, 1814.

SIR—I am happy to inform you that all my officers and men acted bravely, and did their duty in the battle of yesterday with the enemy.

I shall have the pleasure of making a more particular representation of the respective merits of my gallant officers to the honorable, the Secretary of the Navy.

I have the honor to be, respectfully, sir,

Your most obedient servant,

ROBERT HENLEY.

P. S. We had 39 round shot in our hull (mostly 24 pounders)—four in our lower masts—and we were well peppered with grape. I enclose my boatswain's report.

Copy of a letter from Geo. Beale, Junr. to commodore Macdonough, dated, U. S. ship Saratoga,

Sept. 13, 1814.

SIR—I have the honor to enclose a list of the killed and wounded on board the different vessels of the squadron under your command, in the action of the 11th inst.

It is impossible to ascertain correctly the loss of the enemy. From the best information, received from the British officers, from my own observations, and from various lists found on board the *Confiance*, I calculate the number of men on board that ship, at the commencement of the action at 270, of whom at least were killed and wounded 180, and on board the other captured vessels at least 80 more, making in the whole

killed and wounded, 260. This is doubtless short of the real number, as many were thrown overboard from the *Confiance* during the engagement.

The muster books must have been thrown overboard, or otherwise disposed of, as they are not to be found.

I am, sir, very respectfully,

Your obedient servant,

GEORGE BEALE, Junr. Purser.

THOMAS MACDONOUGH, Esq.

Commanding U. S. squadron, on L. Champlain.

Copy of a letter from commodore Macdonough, to the Secretary of the Navy, dated U. S. ship Saratoga,

Plattsburgh Bay, Sept. 13th, 1814.

SIR—I have the honor to give you the particulars of the action which took place on the 11th inst. on this lake.

For several days the enemy were on their way to Plattsburgh, by land and water, and it being well understood that an attack would be made at the same time by their land and naval forces, I determined to await at anchor the approach of the latter.

At 3 A. M. the look out boat announced the approach of the enemy. At 9, he anchored in a line ahead at about 300 yards distance from my line; his ship opposed to the Saratoga, his brig to the Eagle, captain Robert Henley, his galleys, thirteen in number, to the schooner, sloop, and a division of our galleys; one of his sloops assisting their ship and brig, the other assisting their gallies. Our remaining galleys with the Saratoga and Eagle.

In this situation the whole force on both sides became engaged, the Saratoga suffered much from the heavy fire of the Confiance. I could perceive at the same time, however, that our fire was very destructive to her. The Ticonderoga, Lieut. commanding Cassin, gallantly sustained her full share of the action. At half past 10 o'clock the Eagle, not being able to bring her guns to bear, cut her cable and anchored in a more eligible position, between my ship and the Ticonderoga, where she very much annoyed the enemy, but unfortunately left me exposed to a galling fire from the enemy's brig. Our guns on the starboard side being nearly all dismounted, or not manageable, a stern anchor was let go, the bower cable cut and the ship winded with a fresh broadside on the enemy's ship, which soon after surrendered. Our broadside was then sprung to bear on the brig, which surrendered in about 15 minutes after.

The sloop that was opposed to the Eagle, had struck some time before, and drifted down the line; the sloop which was with their gallies having struck also. Three of their gallies are said to be sunk, the others pulled off. Our gallies were about obeying with alacrity the signal to follow them, when all the vessels were reported to me to be in a sinking state; it then became necessary to annul the signal to the gallies, and order their men to the pumps.

I could only look at the enemy's gallies going off in a shattered condition, for there was not a mast in either squadron that could stand to make sail on; the lower rigging being nearly all shot away, hung down as if

it had been just placed over the mast heads. The Saratoga had fifty five round shot in her hull—the Confiance one hundred and five. The enemy's shot passed principally just over our heads, as there were not 20 whole hammocks in the nettings at the close of the action, which lasted 2 hours and 20 minutes. The absence and sickness of lieutenant Raymond Perry, left me without the services of that excellent officer; much ought fairly to be attributed to him for his great care and attention in disciplining the ship's crew, as her first lieutenant. His place was filled by a gallant young officer, lieutenant Peter Gamble, who I regret to inform you, was killed early in the action. Acting Lieutenant Vallette worked the first and second division of guns with able effect. Sailing master Brum's attention to the springs, and in the execution of the order to wind the ship, and occasionally at the guns, meets with my entire approbation—also captain Youngs, commanding the acting marines, who took his men to the guns. Mr. Beale, purser, was of great service at the guns, and in carrying my orders throughout the ship, with midshipman Montgomery. Master's mate Joshua Justin, had command of the 3d division; his conduct during the action was that of a brave and correct officer. Midshipmen Monteith, Graham, Williamson, Platt, Thwing, and acting midshipman Baldwin, all behaved well and gave evidence of their making valuable officers.

The Saratoga, was twice set on fire by hot shot from the enemy's ship.

I close, sir, this communication, with feelings of

gratitude for the able support I received from every officer and man attached to the squadron which I have the honor to command.

I have the honor to be, with great respect, sir,

Your most obedient servant.

T. MACDONOUGH.

Hon. WILLIAM JONES,

Secretary of the Navy.

P. S. Accompanying this is a list of killed and wounded, a list of prisoners, and a precise statement of both forces engaged. Also letters from captain Henley and lieutenant Com. Cassin.

T. M.

RECAPITULATION.

	<i>Killed.</i>	<i>Wounded.</i>
Saratoga,	28	29
Eagle,	13	20
Ticonderoga,	6	6
Preble,	2	0
Borer,	3	1
Centipede,	0	1
Wilmer,	0	1
	—	—
	52	58

Gunboats Nettle, {
 Alten,
 Viper,
 Burrows,
 Ludlow,
 Aiwyn,
 Ballard.

} *None killed
or wounded.*

GEO. BEALE, Jun. Purser.

Statement of the American force engaged on the 11th

September, 1814.

Saratoga, { 8 long 24 pounders,
 6 42 p. carronades,
 2 32 p. do. Total, 26:

Eagle, 12 32 pound carronades & 8 long 18 prs.	20
Ticonderoga, { 8 long 12 pounders, 4 18 do.	
5 32 pound carronades,	17
Preble, 7 long 9 pounders, 10 gallies, viz,	7
Allen, 1 long 24 pr. & 1 18 pr. Columbiad. 2	
Burrows, 1 24 & 1 18 pr. do. 2	
Borer, 1 24 & 1 18 pr. do. 2	
Nettle, 1 24 & 1 18 pr. do. 2	
Viper, 1 24 & 1 18 pr. do. 2	
Centipede, 1 24 & 1 18 pr. do. 2	
Ludlow, 1 12 pr. 1	
Wilmer, 1 12 pr. 1	
Alwyn, 1 12 pr. 1	
Ballard, 1 12 pr. 1	
Guns, 86	

Recapitulation—14 long 24 pounders.

6 42 pound carronades,
29 32 pr. do.
12 long 18 pounders,
12 12 prs.
7 9 prs.
6 18 pr. Columbiads.

—
Total, 86 Guns.

T. MACDONOUGH.

*Statement of the Enemy's force engaged on the 11th
September, 1814.*

Frigate, { 27 long 24 pounders,	
Confiance. { 4 32 pound carronades,	
6 24 pound do.	
1 2 long 18 prs. on birth deck,	39
Brig Linnet, 16 long 12 pounders,	16
Sloop *Chub, { 10 18 pound car'ds	
1 long 6 pounder,	11
Sloop *Finch, { 1 18 pound carronades	
1 18 do Columbiad, and	
4 long 6 pounders, -	11
13 Gallies, viz.	

* These sloops were formerly the U. S. Growler and Eagle.

Sir James Yeo,	1	long 24 p. & 1 32 p. car.	2
Sir George Prevost,	1	do. & 1 32 p. do.	2
Sir Sy. Beckwith,	1	do. & 1 32 p. do.	2
Broke,	1	18 & 1 32 p. do.	2
Murry,	1	18 & 1 13 p. do.	2
Wellington,	1	18 p.	1
Tecumseh,	1	18	1
Name unknown,	1	18	1
Drummond,		1 32 p. car.	1
Simcoe,		1 32 do.	1
Unknown,		1 32 do.	1
Do.		1 32 do.	1
Do.		1 32 do.	1

Total, guns 95

Recapitulation—30 long 24 pounders,

7	18	do.
16	12	do.
5	6	do.
13	32 p. car.	
6	24	do.
17	18	do.
1	18 p. Columb'd.	

Total, 95 guns.

T. MACDONOUGH.

1215. Sloop Farmer, laden with provisions, captured by the Mammoth, of Baltimore, off Nova Scotia, sunk.

1216. Britannia, a brig, from St. Andrews, bound to Liverpool, laden with lumber, captured by the same, burnt.

1219. Three other brigs in ballast, bound to Pictou and Merimachi, captured by the Mammoth, and burnt.

1220. Privateer Fortune of War, mounting three guns, navigated by forty men, captured in Sapelo Sound, by two of the U. S. gun boats.

1221. East India company's ship *Coromandel*, mounting two guns with a crew of 66 men, from Batavia, bound for London, laden with 500 tons of coffee and sugar, and fifty tons of sundries, including £15,000 sterling worth of silks, &c. captured by the *York*, of Baltimore, divested of her rich goods, and ordered into port.

1222. Brig *Ceres*, of Glasgow, laden with brandy, &c. captured by the same, divested and given up to release prisoners.

1223. Brig *Queen Charlotte*, from St. John's, bound for Yarmouth, captured by the *Surprise*, of Baltimore, divested of a few bales of valuable goods, and destroyed.

1224. Ship *Milnes*, from Cork, bound for Quebec, mounting two guns, and navigated by fifteen men, captured by the same, and burnt.

1225. Brig *Lively*, from Merimachi, bound for Scotland, laden with lumber, captured by the same, and burnt.

1226. Schooner *Prince Regent*, from Quebec, bound for Scotland, laden with lumber, captured by the same, and burnt.

1227. Ship *Doris*, from Cork, bound for Quebec, in ballast, captured by the same, and burnt.

1228. Brig *Willing Maid*, from Cork, bound for Merimachi, captured by the same, and burnt.

1229. Brig *Polly*, from Cork, bound to Merimachi, mounting four guns and navigated by 15 men, captured by the *Surprise*, and burnt.

1230. Schooner *Sally*, from St. John's, bound for Pictou, captured by the same, and burnt.

1231. Privateer *Lively*, one gun, 17 men, captured by the same, and brought safely to Salem.

1232. Ship *Caledonia*, from Cork, bound for Quebec, with dry goods, rum, &c. captured by the same, divested of goods to the value of \$50,000, but afterwards retaken by the enemy.

1236. Four brigs, namely *Eagle*, *Traveller*, *Wellington*, (four guns and fifteen men) and *Eliza*, captured by the same, and given up to release prisoners. Cartels.

☞ The *Surprise*, the day she arrived at Salem, recaptured, in the bay, the above mentioned *Caledonia*, (having been retaken by the prisoners) and after taking out \$60,000 worth of goods, ordered her in again. Her cruise was only *one month*, she brought to Salem, 114 packages of dry goods, besides other articles. The number of her prizes was 20; prisoners brought in 37—released 160; total 197; tons of shipping captured, three thousand seven hundred.

A St. John's, N. F. paper, of Sept. 8, 1814, mentions the capture of several vessels by the *Surprise*, and adds, "captain Sexton, of the *Endeavor*.—McFarlane, of the *Caledonia*, and Reid, of the *Milnes*, with their crews, were landed this morning, from the brig *Traveller*.—They speak in the handsomest terms of the politeness and attention they experienced from captain Barnes, and his officers, during the time they were on board the privateer."

1237. Transport ship *Stranger*, from Woolwich, last from Cork, bound for Quebec, laden with ordnance

and military stores, intended for sir James Yeo's squadron. She mounted six guns, and was captured on the coast of Newfoundland, by the privateer schooner Fox, of Portsmouth, among her lading were sixty-six pieces of heavy ordnance, thirty two and twenty four pounders, and three hundred packages, bales, boxes, &c. of military and naval stores: of immense value at this juncture. Anchored Sept. 24th, 1814 at Salem.

1240. Three vessels, captured by the Spark of New York, off the coast of Portugal, &c. and being of little value, given up.—Two others were also captured by the same, manned, and ordered to the United States.

1241. Ketch Expedition, laden with seventy-five pipes of wine, and eleven hundred and fifty quintals of barilla, captured by the Grampus, of Baltimore, and sent to N. York.

1242. Schooner Charlotte Ann, with a cargo of sugar, wine, &c. captured by the Surprize, of Baltimore, and sent to Saco.

1243. Schooner ——, laden with dry goods, &c. captured by the Viper of, and sent to Salem.

1244. Brig Eclipse, from Buenos Ayres, bound for Liverpool, laden with twelve thousand hides, sixteen bales of nutri skins, sixty tons of pig iron, horns and specie, mounting fourteen nine pounders, captured by the Crassieur, capt. Boyle (late of the Comet,) of Baltimore, and sent to New York.

1245. Brig Catherine and William, of London, laden with dry goods, captured by the Grampus, of

Baltimore, and wrecked near Beaufort, South Carolina.

1246. Schooner Retrieve, laden with fish, from St. John's, bound for Martinique, captured by the Fox, of Portsmouth—burnt.

1247. The Leith Packet, from Teneriffe, bound for Dublin, captured by the United States' sloop Peacock, off the coast of Ireland, and burnt.

1248. The William and Ann, from Glasgow, bound for Clare, captured by the Peacock—burnt.

1249. The Peggy and Ann, from Liverpool, bound to Limerick, captured by the Peacock, and burnt.

1250. Cutter Flying Fish, with a cargo of sweet oil, &c. captured by the Sabine, of Baltimore, and sent to —.

1251. Brig Aaron, with a cargo of wine, and cod-fish, captured by the Sabine, and sent to —.

1252. Brig Harvest, laden with fish, oil, &c. from Newfoundland, captured by the York, of Baltimore, and sent to —.

1254. Two ships, captured by the Syren, off the British coast, and destroyed.

1256. The Steady, from Bordeaux, bound to Newfoundland, and the James, from St. Juan de Luz, taken by the Prince of Neufchatel American privateer, owned by Americans in France, and fitted out at Cherbourg.

1257. Brig Coaliers, from Cork, bound for Quebec, with a full cargo of provisions, captured by the Amelia, of Baltimore, and burnt.

1258. Brig Harmony, from Alicant, bound for Newfoundland, laden with salt and wine, captured by the Amelia, of Baltimore, divested of the latter, and made a cartel.

1259. Brig Elizabeth, from Cork, bound for Newfoundland, captured by the Amelia, of Baltimore, and burnt.

1260. Ship ——, mounting eight guns, from Greenock, bound for Newfoundland, laden with dry goods, coals, and wine, captured by the Amelia, of Baltimore, divested of her dry goods, manned and ordered her into port.

1261. Princess Mary, from Limerick, bound for Plymouth, Old England, captured by the Whig, of Baltimore, off the British coast, and burnt.

1262. Eliza, from Limerick, bound for London, captured by the Whig, of Baltimore ; cargo committed to the waves, and the vessel converted into a cartel.

1263. Brig Stranger, from Buenos Ayres, bound for Liverpool, captured by the United States' sloop Peacock, and burnt.

1264. Schooner ——, captured by the Leach, of Salem, divested, and released.

1265. "His Britannic Majesty's" ship Hermes, mounting twenty-eight heavy guns ; in an attack on Fort Bowyer, Mobile bay, her cable being cut by the shot from the fort, she drifted on shore, within six hundred yards of the battery. A tremendous fire being kept upon her, and the greater part of her crew slain,

the survivors left her soon after, when her magazine exploded, and she went to atoms.

1266. Sloop Jane, 70 tons from St. Jean de Luz, bound for Falmouth, with lumber, captured by the privateer Prince of Neufchatel, and burnt.

1267. Brig Triton, 187 tons, mounting two guns, from Cadiz, bound for London, with a cargo of coffee and wine, captured by the privateer Neufchatel, and being divested of part of the coffee, was sunk.

1268. Brig Aaron, a Transport, 142 tons, mounting four guns, from Gibraltar, bound to Lisbon, in ballast, captured by the privateer Prince of Neufchatel, and burnt.

1269. Brig Appollo, 135 tons, from St. Ubes, bound for Riga, with a load of salt, captured by the privateer Prince of Neufchatel, and burnt.

1270. Cutter General Doyle, 87 tons, coppered, from Leghorn, bound for Bristol, with a cargo of oil, captured by the Neufchatel, and burnt.

1271. Sloop George, 50 tons, from Milford Haven, bound for Plymouth, with coals; captured by the Neufchatel, and sunk.

1272. Brig Barewick packet, from Cork, bound to Bristol, in ballast, with fifty passengers, captured by the Neufchatel, and converted into a cartel.

1273. Brig Sibron, 200 tons, mounting four guns, from Greenock, bound for Cork, in ballast, captured by the Neufchatel, and burnt.

1274. Brig Nymph, 150 tons, from St. Jean de Luz, bound for Cork, with dry goods, &c. captured by the Neufchatel, divested of the dry goods, the rest

of her cargo being thrown overboard, the brig was given up to the prisoners.

1275. Brig Albion, 155 tons, from Greenock, bound for Cork, with dry goods, &c. captured by the Neufchatel, divested of her richest articles, and burnt.

1276. Ship Harmony, 290 tons, four guns, from Greenock, bound to Cork, with dry goods and other valuable articles, captured by the Neufchatel, divested and ordered in.

1277. Brig Charlotte, 190 tons, mounting eight guns, from Rio Janeiro, with a cargo of hides, captured by the Neufchatel, and burnt.

1278. Brig Mary Ann, 103 tons, from St. John's, bound for Barbadoes, with a cargo of lumber, captured by the Neufchatel, and burnt.

 The Prince of Neufchatel has made several splendid cruises since the commencement of the present war, causing immense loss to the enemy. She belongs to the estate of Mrs. Charren, of New York, lately deceased. She has been chased by 17 different men of war, during her last cruise—mounts seventeen guns, 310 tons burthen, and hermaphrodite rigged. The goods she has brought in are estimated at from three hundred thousand, to three hundred thousand five hundred dollars, and it is represented she had also a large sum in specie on board. The damage done by her to the enemy, in this cruise, is equal to a million of dollars at least. She arrived at Boston on the 15th instant, (October 1814) after a desperate battle, of which we have the following interesting account ; shewing it to have been one of the most

splendid victories, and the hardest bought triumph, that has been achieved since the war began, for the numbers engaged.

On the 11th, Nantucket bore N. about 1-4 mile distant from the land—discovered a frigate off Gay-head, which gave chase, and came up very fast, with a fresh breeze, while we were becalmed. At 3 P. M. we caught the breeze, and took the Douglas (a prize) in tow, the frigate then about four leagues from us. At sunset it fell calm. At 7 P. M. was obliged on account of the current, to come to an anchor about a musket shot off our prize; and supposing the frigate would send her barges to attempt to capture us, called all hands to quarters and there kept them. At half past 8 P. M. a signal was made from the prize, that the barges were coming—prepared for them. Soon after discovered them, and commenced firing, which they disregarded, and were soon alongside. They were five in number, one on each side, one on each bow, and one on the stern. A warm action was then kept up with muskets, pistols, cutlasses, &c. and in every attempt the enemy made to board he was promptly met and repulsed. About 20 minutes after the commencement, the enemy cried out for quarters, which was granted, and then ended. Of the five barges and launches (which contained one hundred and four men, including officers, at the commencement of the action) with forty-eight men, two only of which were saved, three drifted from alongside, apparently with no living man on board, and one was taken possession of: she contained thirty-six men at the commence-

ment of the action, eight of whom were killed, twenty wounded and eight unhurt. It was then ascertained they were from the *Endymion*, and were all armed with pistols, boarding pikes, muskets, cutlasses, and blunderbusses. The second lieutenant of the frigate (F. Ormond) who was unhurt, three midshipmen, two of whom were severely wounded, and one master's mate, also wounded, were permitted to come on board, the remainder of the prisoners, (fifteen seamen and marines) were kept in the launch astern all night, after taking out the arms, oars, &c. as the commander dare not trust them on board, having only eight men left fit for duty.

The *Prince of Neufchatel*, had only thirty-eight men, including officers, at quarters, at the commencement of the action, and had thirty seven prisoners. After the action it was ascertained that six of her crew were killed (as well as Mr. Charles Hilburn, of Nantucket, a pilot taken out of a fishing vessel) fifteen severely wounded, nine slightly, and eight unhurt. The next morning the lieutenant, midshipmen and master's mate signed a paper in behalf of themselves, and the seamen and marines, pledging their honor not to serve against the United States during the war, unless exchanged; and were towed ashore to Nantucket in the launch, by the *Prince of Neufchatel*'s boat.

Shortly after, captain Ordronaux, sent fifteen of her other prisoners, and his fifteen severely wounded men also on shore, and placed the former at the disposal of the marshal, as he did not dare to trust them.

on board, in his then enfeebled situation, and soon after got under weigh.

The Prince of Neufchatel brought in one hundred and forty bales, one hundred and sixty-four boxes, and one hundred and fifty-six trunks of dry goods, twenty-three casks and one hundred and seventy-four boxes of sweet oil, and a large quantity of coffee, rum, and various other articles, and twenty prisoners. She arrived at Boston, October the fifteenth 1814.

1278. The British acknowledge a loss of thirty-three killed, thirty-seven wounded, and thirty prisoners; among the killed was the first lieutenant of the Endymion, and master's mate; the third lieut. two master's mates and one midshipman wounded. The commander of the frigate said he had lost as many men as he should have done if engaged with a vessel equal to his own, and gave great credit to the officers and crew of the privateer, for their gallant defence. They had one hundred and eleven men in the attack, one of whom was wounded by twenty-eight musket balls! They said that a part of their men succeeded in gaining the deck of the Prince of Neufchatel, but that the Americans still rallied and drove them overboard.

1279. Ship Douglas, mounting ten guns, from Jamaica, bound for England, captured by the Neufchatel, and run ashore on Nantucket shoals, where the cargo was saved. It consisted of four hundred and twenty-one hhds. two tierces, &c. of sugar, one hundred and ninety puncheons of rum; six hogsheads of molasses; two hundred and fifty-four bales of

cotton; four hundred and two bags of coffee; three bags of ginger and twenty-eight logs of mahogany.

1280. Brig Steady, 107 tons, four guns, belonging to Hull, for St. John's, Newfoundland, with provisions, and bale goods, captured by the Neufchatel, and burnt.

1281. Ship Neptune, from Greenock, bound for Newfoundland, — tons, mounting eight guns, captured by the Amelia, of Baltimore; her cargo consisted of two hundred and twenty-two tons of coals (sea; one hundred and eight boxes, nineteen casks, six bundles, four bales, three trunks, two hogsheads, and one hamper of dry goods; thirty-four hogsheads of claret, fifteen pipes of gin; ten pipes of wine; sixty barrels of pork; fifty barrels of beef; forty-eight coils of rope, and twenty-five barrels of flour—sent to N. York.

1287. Six boats, with thirty-seven armed men, captured by a gig of the United States' ship Superior; with six men, on Lake Ontario, laden with wine, brandy, crates, &c.

These boats would not have been mentioned but for the value of their cargoes, which is estimated at \$2,000, and the vast disparity of the forces engaged.

1288. Schconer Ann, with sugar and molasses, from Halifax, bound for the *new British* port of *Castine*, captured and sent to — as follows: When she sailed she had on board four American seamen, who shipped in Halifax; and when off the mouth of Penobscot, they rose upon the captain and the remainder of the crew (six in number) confined them below,

secured all the fire arms on board, and arrived in safety

1289. Brig Susan and Jane, from Halifax, bound for Sidney, captured by the Fox, of Portsmouth, and burnt.

1290. Ship James, from London bound for Quebec, with dry goods, &c. captured by the Portsmouth, of Portsmouth, and divested of two hundred and sixty bales and cases of goods, valued at from two to three hundred thousand dollars, and then ordered in, the privateer, with her rich spoils, arrived without an accident. The cargo of the James was invoiced at £100,000 sterling. She also arrived safely at New Hampshire.

1291. Brig ——, captured by the Dash, of Portland, divested of one hundred and fifty hds. of rum, and given up.

1292. Schooner ——, from Halifax, laden with salmon, and herrings, captured by a letter of marque schooner of, and sent to Wilmington, North Carolina.

1293. Brig Concord, captured by a letter of marque of Wilmington, North Carolina, divested and made a cartel.

1294. Brig Speculation, from Lauzarote, bound for London, captured by the Grampus, of Baltimore, divested and being an old vessel, given up to the prisoners.

1295. Brig sir John Sherbrooke, mounting twelve guns, from Halifax, bound for Alicant, laden with fish and oil, captured by the Syren, of Baltimore, and *flumped* on shore at Rockaway, New Jersey, to avoid a recap-

ture by the blockading squadron, off New York. On abandoning her the prize crew set her on fire, and she was totally consumed—armament saved.

1296. Ship Adventure, of Liverpool, captured by the United States' brig Syren, off the African coast.

1297. Ship Farmer, from England, bound for Halifax, captured by the Mammoth, of Baltimore, off the British coast, and destroyed.

1298. Ann and Eliza, from Newfoundland, bound for Merimachi, captured by the aforesaid Mammoth, and destroyed.

1299. Ship Urania, from Newfoundland, captured as the foregoing, and destroyed.

1300. Ship Anisby, from Quebec, bound for Barbadoes, captured by the Mammoth, and destroyed.

1301. Eliza, from Newfoundland, bound for Prince Edward's Island, captured by the same, and released.

1302. Ship Dobson, from Cork, bound for Quebec, captured by ditto, and burnt.

1303. Sallust, from England, bound for Quebec, captured by the said Mammoth, divested and sent as a cartel to Liverpool.

1304. Sloop Christianna, of Kilkadce, Scotland, captured by the Chasseur, of Baltimore, and employed as a cartel to release prisoners.

1305. Brig Prudence, of Aberdeen, from the Island of Lauzarote, bound for London, with barilla and wine, captured by the Chasseur, and burnt.

1306. Sloop Favorite, from Lauzarote, bound for London, laden with wine, barilla, &c. captured by the Chasseur, and burnt.

1307. Brig Marquis Cornwallis, from the said Island of Lauzarote, and bound to London, captured by the same, and being of small value, made a cartel of.

1308. Brig Alert, of Pool, from Newfoundland, laden with timber, captured by the Chasseur, and burnt.

1309. Brig Harmony, of Aberdeen, from Newfoundland, bound for London, captured by the same, and made a cartel.

1310. Ship Carbury, of London, from Jamaica, with an immense cargo of cotton, cocoa, hides, indigo, &c. captured by the same, divested of two hundred and thirty seven seroons of indigo, worth \$50,000, prize ordered in.

 Captain Boyle, commander of the Chasseur, while sailing round the British coasts had many "hair breadth scapes." He was once so near a frigate as to exchange broadsides with her! At another time he was nearly surrounded by two frigates, and two men of war brigs—was often chased, but easily out manœuvred them all, though by a ball from a frigate he had three men wounded. While off England, he issued the following proclamation, and by a cartel sent it to London, with orders to have it stuck up at Lloyd's coffee house!

By Thomas Boyle, Esq. commander of the private armed brig Chasseur, &c &c. &c.

PROCLAMATION -- Whereas it has become customary with the Admirals of Great Britain, commanding small forces on the coasts of the United States, particularly with sir John Borlase Warren, and sir Alexander Cochrane, to declare all the coasts of the

said United States, in a state of strict and rigorous blockade without possessing the power to justify such a declaration, or stationing an adequate force to maintain said blockade.

I do, therefore, by virtue of the power and authority in me vested (possessing sufficient force) declare all the ports, harbors, bays, creeks, rivers, inlets, outlets, islands and sea coasts of the United Kingdoms of Great Britain and Ireland, in a state of strict and rigorous blockade. And I do further declare, that I consider the force under my command adequate, to maintain strictly, rigorously and effectually, the said blockade. And I do hereby require the respective officers, whether captains, commanders or commanding officers under my command employed, or to be employed on the coasts of England, Ireland and Scotland, to pay strict attention to the execution of this my proclamation. And I do hereby caution and forbid the ships and vessels of all and every nation in amity and peace with the United States, from entering or attempting to enter, or from coming or attempting to come out of any of the said ports, harbors, bays, creeks, rivers, inlets, outlets, islands or sea coast, under any pretence whatever. And that no person may plead ignorance of this my proclamation, I have ordered the same to be made public in England.

Given under my hand on board the Chasseur, day and date as above.

THOMAS BOYLE.

By command of the commanding officer

J. T. STANSBURY, Secretary.

1311. Brig Sea Flower, from St. John's, to Barbadoes, laden with codfish, captured by the U. S. sloop of war Peacock, captain Warrington, destroyed.

1312. Brig Stranger, from Buenos Ayres, bound to Greenock, with a cargo of hides and tallow, captured by the same, and destroyed.

1313. Sloop Fortitude, from Liverpool, bound to London, laden with salt, captured by the Peacock, and made a cartel.

1314. Brig Venus, from Bordeaux, bound for London, laden with barley, oats, brandy, cork, &c. captured by the same, and destroyed.

1315. Brig Diana, from Liverpool, bound for Quebec, laden with salt, captured by the same, and converted to a cartel.

1316. Sloop Leith Packet, from Teneriffe, bound to London, with a cargo of Teneriffe wines, captured by the self-same Peacock, and destroyed.

1317. William and Ann, from Glasgow, bound for Jamaica, laden with coals, captured by the same, and destroyed.

1318. Peggy and Jane, from Glasgow, bound for Jamaica, laden with coal, crates and glass, captured by the same, and destroyed.

1319. Barque William, from St. Andrew's, bound for Greenock, laden with timber, captured by the Peacock, and destroyed.

1320. Ship Sir Edward Pellew, from Quebec, bound to Glasgow, laden with lumber, captured by the same, and destroyed.

1321. Brig Bellona, from Cette, bound to Ham-

burg, with a cargo of brandy, wine and verdigrease; captured by the same, and destroyed.

Brig Triton, from St. John's, bound to Lisbon, laden with fish, captured by the same, and destroyed.

Brig Duck, from Fort en Ventura, bound to Teneriffe, captured by the same, and destroyed.

Ship Mary, Point Petre Guadalupe, bound for Halifax, laden with sugar, coffee, rum and molasses; captured by the same, and destroyed.

☞ Three of the last fourteen prizes inserted before, therefore not numbered here, the whole fourteen mounted thirty guns, and were manned with one hundred and fifty men.

1322. Privateer *Thinks I to myself*, two guns and manned with twenty mariners, captured by the Dash, of Portland, and taken safely to Portland.

1323. Schooner Britannia, in ballast, captured by the Harpy, of Baltimore, and burnt.

1324. Brig Halifax Packet, from Aberdeen, bound for Halifax, with a valuable cargo of dry goods, hardware, &c. captured by the same Harpy, and conveyed to Portsmouth.

1325. Brig Harvest, with a cargo of fish, furs, &c. captured by the York, of Baltimore, and sent to an eastern port.

1326. Schooner Prince Regent, laden with three hundred and eighty barrels of alewives, and a large quantity of Salmon, captured by the Dash, of and sent to Portland.

1327. Privateer Retaliation, mounting five guns and manned by twenty men; captured near Barnsta-

ble, (Mass.) by the sloop Two Friends, fitted out for that particular occasion and manned by volunteers. By good management she was taken by complete surprise, and carried without resistance.

1328. Brig Commerce, a very valuable vessel, coppered and copper fastened, laden with fish and oil, captured by the Chasseur, of Baltimore, and sent to Charleston, South Carolina.

1329. Sloop Farmer, laden with wheat and flour, captured by the Mammoth, and burnt.

1330. Brig Britannia, for Liverpool, laden with lumber, captured by the said Mammoth, and burnt.

1331. Schooner Two Brothers, laden with fish, captured by the same, and made a cartel.

1332. Brig Ann Eliza, for Merimachi, in ballast, captured by the same, and burnt.

1333. Brig Uniza, for the same place, captured by the same, and burnt.

1334. Brig Ansley, from Quebec, bound for Barbadoes, laden with horses and lumber, captured by the same, and scuttled.

1335. Brig Sarah, from Cork, bound for Merimachi, with a cargo of six hundred barrels of flour, &c., captured by the same, and burnt.

1336. Brig Sir Home Popham, laden with fruit, captured by the same, and burnt.

1337. Schooner Rapid, from Newfoundland, bound for Lisbon, laden with fish, captured by the same, and burnt.

1338. Ship Champion, from London, bound for London, with a cargo of dry goods, worth eighty thousand

hundred thousand dollars, of which being divested, she was converted into a cartel.

1339, and 1340. Two other vessels, names not known, captured by the same, and burnt.

1341. Schooner ——, from Halifax, bound for Castine, with a cargo of dry goods, captured by a customhouse barge, and sent to Camden, Maine.

N. B. \$20,000 offered for ransom, refused by Captors.

1342. "*His Majesty's*," sloop of war Avon, rated at eighteen guns, sunk by the United States' sloop of war Wasp, of the same rate, after an action of forty-six minutes, in which, according to the British account, they lost thirty men killed and wounded; we had only two killed and one slightly wounded.

See the Official account.

U. S. S. Wasp, at sea, 11th Sept. 1814.

Lat. 40, N. Long. 16, W.

SIR—After a protracted and tedious stay at L'Orient, had at last the pleasure of leaving that place on Saturday 27th of August. On the 30th, captured the British brig Lettice, Henry Cockbain, master; and 31st of August, the British brig Bon Accord, Adam Durno, master. In the morning of the 1st of September, discovered a convoy of ten sail to leeward, in charge of the Armada 74, and a bomb-ship, stood for them and succeeded in cutting out the British brig Mary, John O. Allan, master, laden with brass cannon taken from the Spaniards, iron cannon and military stores, from Gibraltar, bound for England, removed the prisoners, set her on fire and endeavored to capture another of

the convoy, but was chased off by the Armada. On the evening of the same day at 1-2 past 6, while going free, discovered four vessels nearly at the same time, two on the starboard, and two on the larboard bow, hauled up for the one most on the starboard bow, being the farthest to windward. At 7, the chase (a brig) commenced making signals, with flags, which could not be distinguished for want of light, and soon after made various ones with lanthorns, rockets and guns. At 29 minutes after 9, having the chase under our lee bow, the 12 pound carronade was directed to be fired into him, which he returned; ran under his lee bow to prevent his escaping, and at that time commenced the action. At 10 o'clock, believing the enemy to be silenced, orders were given to cease firing, when I hailed and asked if he had surrendered. No answer being given to this, and his fire having recommenced, it was again returned. At 12 minutes past 10, the enemy having suffered greatly and having made no return to our last two broadsides, I hailed him the second time to know if he had surrendered, when he answered in the affirmative.

The guns were then ordered to be secured and the boat lowered to take possession. In the act of lowering the boat, a second brig was discovered, a little distance astern and standing for us. Sent the crew to their quarters, prepared every thing for another action, and awaited his coming up—at 36 minutes after 10, discovered two more sails astern standing towards us. I now felt myself compelled to forego the satisfaction of destroying the prize.

Our braces having been cut away, we kept off the wind until others could be rove, and with the expectation of drawing the second brig from his companions, but in this last we were disappointed. The second brig continued to approach us until she came close to our stern, when she hauled by the wind, fired her broadside which cut our rigging and sails considerably, and shot away a lower main crosstree, and retraced his steps to join her consorts—when we were necessitated to abandon the prize; he appeared in every respect a perfect wreck. He continued for some time firing guns of distress until probably delivered by the two last vessels who made their appearance. The second brig could have engaged us if he thought proper, as he neared us during the fight, but contented himself with firing a broadside, and immediately returned to his companions.

It is with real satisfaction I have again the pleasure of bearing testimony to the merits of lieutenants Reilly, Tillinghast, Baury and sailing master Carr; and to the good conduct of every officer and man on board the Wasp. Their divisions and departments were attended and supplied with the utmost regularity and abundance, which with the good order maintained, together with the vivacity and precision of their fire, reflects on them the greatest credit.

Our loss is two killed and one slightly wounded with a wad. The hull received four round shot, and the foremast many grape shot. Our rigging and sails suffered a great deal. Every damage has been repaired the day after, with the exception of our sails.

Of the vessel with which we were engaged, nothing positive can be said, with regard to her name or force. While hailing him previous to his being fired into, it was blowing fresh (then going ten knots) and the name was not distinctly understood. Of her force, the four shot which struck us are all thirty-two pounds in weight, being a pound and three quarters heavier than any belonging to this vessel. From this circumstance, the number of men in her tops, her general appearance and great length, she is believed to be one of the largest brigs in the British navy.

I have the honor to be, very respectfully,

Your most obedient servant.

J. BLAKELAY.

The Hon. WILLIAM JONES,

Secretary of the Navy.

P. S. I am told the enemy after his surrender—asked for assistance and said he was sinking—the probability of this is confirmed by his firing single guns for some time after his capture.

*List of killed and wounded on board the United States' sloop of war the *Wasp*, Johnston Blakely, Esq. commander, in the action with his Britannic Majesty's sloop of war *Avon*, on the 1st September, 1814.*

Killed—Joseph Martin, boatswain, Henry Staples, qr. gunner.

Wounded—James Snellings, seaman, clavicle, or collar bone fractured by a wad.

RECAPITULATION.

Killed	-	-	-	-	2
Wounded	-	-	-	-	1
					—
				Total	3

(Signed) W. M. M. CLARK, Surgeon.

The following mandevillean representation is inserted, not for its novelty, for it bears the marks of *British officiality* on its front; nor its veracity, for any trace of truth, on such an occasion, from that quarter, would be truly novel. It is merely stated here to shew the remarkable coincidence in the reports of the naval and military officers of *Great Britain*, artfully calculated to persuade *Poor John Bull*, though he's at least ten millions per cent. worse than nothing, that he is always playing a winning game!

A large volume would be insufficient to contain a bare epitome of the false reports of the British officers during the late war. In the pompous accounts, made to the colonial department in London to secretary Bathurst, of the affair near Baltimore, by Col. Brook, and Admiral Cochran, there was not one particle of truth excepting the date of the action, and the circumstance of the inhabitants burning a rope walk; with these exceptions the whole dispatch is a tissue of the most abominable and no less notorious falsehoods that ever was committed to writing.

The accounts of the battle of the two "Kilkenny cats," in which they fought until they eat up every thing but the tips of each others tail, may be regarded as a pretty *moderate* story when such a one

as the following is gravely inserted. Between fighting and lying, the British somehow, on paper, always get the *victory*, though we get the ships or destroy them. "Both ships sunk"—600 tons, 24 guns and 300 men for the *Wasp*—200 tons, 18 guns and 100 men for the *Avon*! "This is shooting hens flying," as they say in the West Indies.

The force of the vessels was perhaps as nearly equal as any that have met—if any advantage was in our favor it was trifling, either in the number of men, guns or tons.

Wasp and Avon—From a London paper.

Extract of a letter from Plymouth, dated

Sept. 12, 1814.

"As the public mind must be agitated about the fate of the *Avon*, for your information, I beg to say, this moment her 2d. lieut. and one midshipman (friends of mine) are arrived at this place, with the captain only slightly wounded in both legs, themselves merely scratched.—The 1st. lieut. killed—both ships sunk!"

"It was about 2 o'clock, P. M. (Sept 1st.) when the *Avon* discovered the enemy, and immediately an uninterrupted and sanguinary contest took place for two hours. When the engagement had nearly ceased, H. M. ship *Castilian*, attracted by the firing, bore down and instantly ran across the hawse of the enemy, pouring in at the same time a broadside, which she followed by a second, some say a third. At that critical moment the *Avon* threw out a signal of distress, which determined the commanding officer of the Cas-

tilian, lieut. Lloyd, to relinquish any further attack on the Wasp, and hasten to the succor of the Avon, which he was no more than able to effect, as she went down shortly after the last man was removed. *His Majesty's Sloop Tartarus*, just then came up, and having forty of the Avon's crew from the Castilian to strengthen her crew, proceeded in quest of the Wasp.—The gallantry of capt. Arbuthnot, and his ship's company, cannot be too highly applauded, when the disparity of the force be estimated.

“ The Wasp was over six hundred tons burthen, and mounting twenty-four thirty-two pounders, with a complement of three hundred men, whilst our vessel was only two hundred tons, and eighteen twenty-four pounders, with a complement of but one hundred men.

“ We regret to state our loss at nine killed, and thirty-three wounded. Amongst the former the gallant lieut. Pendergast, who fell by a grape shot whilst nobly cheering the crew. The captain's wound in the leg is doing well, nor have we heard that any of the wounded are in danger of their lives.”

[*Advertiser.*]

☞ A loop of war for Providence, from New York, with flour, &c. was captured outside Block Island, by a British privateer sloop, all the crew, save one, taken out, a prize master and three men put on board and ordered for Halifax.

Soon after, the American sailor left on board, persuaded the men that it was necessary to caulk in the dead lights and companion, as having no pumps, should

it come on to blow, she must sink. While two of them were employed caulking inside the companion, and he outside, and one at the deadlight, he suddenly closed the companion slide on the three, and secured them below.—While doing this the fourth man at the helm, observing him seized an oar and struck him to the deck, and severely wounded him, he, however, immediately recovered himself, seized an hammer and with it, in return, struck him his antagonist to the deck, there kept him, and threatened to knock his brains out, if he attempted to resist—in that situation he tied his hands together and confined him under the cable box, on deck. Afterwards coming on to blow, and he being unable to work the vessel himself, he offered the fellow, under the box, his life, provided he would assist him in working the sloop into port, which he gladly accepted of, and she arrived safely at Newport, next day, when the heroic tar (Perkins by name) delivered over his prisoners to the gun-boats!

1343. Brig Atalanta, 253 tons, (formerly the elegant schooner Siro, of Baltimore) coppered, and found in best manner; and laden with an exceedingly rich cargo of wines, brandy, silks, cambricks, and dry goods—from Bordeaux, bound for Pensacola, captured by the United States' sloop of war Wasp, and sent to Savannah.

1344. The valuable brig Europa, mounting eight eighteen pound carronades, two long nine pounders, and manned by twenty-two men, laden with one hundred and seventy-five tons of sweet oil, from Malta,

bound for London, captured by the Patapsco, of Baltimore, and sent to an eastern port.

1345. Brig Canada, from Bermuda, mounting ten guns, laden with three hundred puncheons of rum; captured by the Lawrence, of Baltimore, and sent to Wilmington, N. Carolina.

1346. Schooner Fox, a tender of the Ramilies, sent to Newbern.

1347. Brig William, laden with one hundred and ninety-four thousand and eighty-seven pounds of gum, worth from 50,000 to \$60,000, captured by a privateer, of Baltimore, (name unknown) and sent to Newbern.

1348. Brig Lulice, 90 tons, manned with seven men, laden with pork, captured by the United States' sloop of war Wasp, and burnt.

1349. Brig Bon Accord, 131 tons, seven men, from Seville, bound for London, with a cargo of merino wool, fruits and wine, captured by the Wasp, and sunk.

1350. Transport, brig Mary, ten men, mounting two guns and carrying 151 tons; laden with ordnance and military stores, captured by the Wasp, being cut out from a convoy of a seventy-four, and a bomb vessel, and burnt in the face of the enemy.

1351. Brig Three Brothers, carrying 114 tons, and seven men, laden with lime; captured by the Wasp, and burnt.

1352. Brig Bacchus, eleven men, two guns, 169 tons, laden with fish, from Gibraltar, captured by the Wasp, and burnt.

1353. Ship *Ann Dorothy*, laden with hides, tallow, &c. viz. five hundred marquaters (packages in raw hides) of tallow, seventeen thousand two hundred and seventy ox hides, twenty-eight bales of horse hides, two bales chichille skins, one hundred sixty-four buckskins, and cannot yield less *Clear Profit* than from 100 to £120,000, captured by the *Saratoga*, and sent to Boston.

☞ *Ann Dorothy*, had been captured by the *Saratoga*, was re-captured by the *Maidstone* frigate, and finally re-re-captured by the *David Porter* and brought safe into port.

1354. Brig *Hiram*, from Liverpool, lastly from Cork, with a convoy from which she separated in a gale, bound for St. John's, with a cargo of dry goods, crockery, cordage, &c. captured by the *David Porter*, of Boston; divested of goods to the value of £100,000, and given up.

1355. Brig *Nancy*, from Leghorn, with an exceedingly valuable cargo of silks, oil, sulphur, marble, &c. captured by the famous privateer *Scourge* of, and sent to N. York.

1356. Ship *Lord Hood*, from Quebec, bound for London, captured by the famous privateer *Scourge*, and burnt.

1357. Brig *Trident*, from Quebec, bound to London, captured by the famous privateer *Scourge*, and burnt.

1358. Brig *Haddock*, from Quebec, bound to London, captured by the famous privateer *Scourge*, and burnt.

1359. Brig Belfield, from Quebec, bound to London, captured by the famous privateer Scourge, and burnt.

1360. Brig Susan and James, captured by the Fox, of Portsmouth, and burnt.

1361. Schooner Retrieve, captured by the Fox, of Portsmouth, and burnt.

1362. Brig Concord, captured by the Fox, and made a cartel.

1363. Brig Cossack, laden with wine, first captured by the Grand Turk, of Salem; re-captured by the Bulwark, a British seventy-four, and finally *nailed* by the Surprize, of Baltimore, and sent to Boston.

1364. Schooner Pink, captured by the Grand Turk, of Salem, and sunk.

1365. Brig Brothers, from St. John's, Newfoundland, bound to Liverpool, laden with lumber, captured by the Grand Turk, and sunk.

1366. Brig Belgrade, from Malta, bound to Falmouth, captured by the Grand Turk, divested of some guns, and permitted to proceed.

1367. Brig Robert Stewart, with a load of lumber, captured by the Grand Turk, and burnt.

1368. Schooner Commerce, laden with fish, captured by the Grand Turk, and destroyed.

1369. Schooner Mary, from Halifax, with a cargo of mackarel, captured by the Surprize, of Baltimore, and sunk.

1370. A transport sloop, "laden with naval stores, and various implements of war," sunk by the enemy in Lake Champlain, when running away from com-

modore Macdonough ; since raised, and her lading secured.

1371. Schooner Bird, Newfoundland, bound to the West Indies, captured by the Grand Turk, and sent to Salem.

1372. Ship Ocean, 380 tons, of and bound for London, laden with masts, spars, &c. viz. 35 masts, and 35 bowsprits for men of war, and a great quantity of other timber, and lumber, captured by the General Putnam of, and sent to Salem.

1373. Schooner Georgiana, from Martinico, bound for Newfoundland, laden with rum, and sugar, captured and sent in by the Grand Turk.

1374. Sloop ——, captured by the Scorpion, at Salem, (of one gun) and sent in.

1375. Schooner ——, captured by the Scorpion, and bilged.

1376. Schooner Eugene, captured by the Miles, of Baltimore, divested of her cargo, and destroyed.

1377. Schooner Stinger, captured by the Miles, and destroyed.

1378. Schooner Betsy and Jane, from St. John's, bound for Castine laden, with one hundred and nineteen packages of dry goods, valued at \$150,000, captured by the Cadet, of Salem, and sent to Thomastown.

1379. Brig ——, laden with fish, captured by the Jonquille, of New York, and sent in.

1380. Sloop ——, from St. Lucia, captured by the Saucy Jack, of Charleston, divested of her valuable, and dismissed.

1381. Schooner Mary, captured by the Saucy Jack, of Charleston, and dismissed.

1382. Schooner Kingston Packet, captured by the Saucy Jack, of Charleston, and converted into a tender.

1383. Sloop Cyrus, captured by the said tender, and burnt.

1384. Sloop Jane, laden with provisions, captured by the Saucy Jack, and given up to get rid of the prisoners.

1385. Ship Amelia, mounting four long guns, and eight twelve pound caronades, richly, laden with dry goods, captured by the Saucy Jack, at the expence of an hours' hard fighting, divested of the richest of her cargo, and then committed to the flames.

The Saucy Jack, had one man killed, and one wounded; and the Amelia four killed, and five wounded.

1386. Schooner Weasel, laden with provisions, captured by the same, and sent to St. Mary's.

1387. Schooner Jane, from Jamaica, for St. John's, laden with rum, sugar, &c. brought into Savannah, by the Saucy Jack, with a full cargo herself, and twenty prisoners.

☞ The following accounts of a battle the Saucy Jack had with two enemy vessels are interesting enough for insertion here.

Extract from the journal of the *Saucy Jack*— Oct. 3 at six P. M. Cape Tiburon bore east by south, and Navassa, south east by south, distant twenty miles. At ten P. M. hove too in company with the packet, our tender. At one A. M. saw two ships standing to the

westward, gave chase, and at two, being within gun-shot, fired three shots at them from our long guns, on which one of the ships returned the fire, and both immediately shortened sail. At six A. M. being within half gun shot of them, found that one mounted sixteen and the other eighteen guns, but did not appear to be well manned. At seven hoisted the colors and began the engagement with the nearest ship—at ten minutes past seven boarded her on the larboard beam, and then found her to be full of soldiers. The Saucy Jack on perceiving this, immediately sheered off, when the two ships continued to chase her until a quarter before eight o'clock, pouring in at the time a constant fire of grape and musquetry—it was eight o'clock before the schooner got out of reach of the enemy's guns. In this engagement the Saucy Jack had eight men killed and fifteen wounded—received two balls in her hull, and her spars and rigging were very much cut up.

Kingston, Jamaica, Nov. 2.—Yesterday morning the Volcano, bomb-ship, captain Price, and transport ship, Golden Fleece, from the Chesapeake, having on board 250 troops appeared in the offing, but from the baffling winds were not enabled to reach Port Royal, at the time this paper was put to press.

On Sunday night, about twelve o'clock, off the Navassa, the Volcano perceived a schooner standing towards her, which fired several shot, when they were returned. The Volcano shortened sail, in order that the schooner might approach her. At about eight o'clock the following morning, she was ascertained to be a large black vessel, with white streaks, which ran

alongside and attempted to board, but finding the Volcano was not a merchantman, she endeavored to sheer off, at which time several volleys of musquetry and great guns were discharged at her, that swept her deck and killed most of those who endeavored to board, when the remainder were perceived to run below. The Volcano then chased her for three miles, but perceiving no probability of coming up with her, relinquished the pursuit. During the contest, a very enterprising officer of marine artillery, lieutenant W. P. Fuzen, and two seamen were killed, and two men wounded. The privateer had in company a bahahoo schooner, which did not afford her any assistance; she mounted six carriage guns on a pivot, and was full of men.

1388. Brig Louisa, laden with salt and a few boxes of tin, captured by the Macedonian, of Portsmouth, divested of the tin, and burnt.

1389. Brig Britantia, from St. John's, for Liverpool, with one hundred and ninety-five tons of timber and a quantity of stores, captured by the same, and burnt.

1390. Ship Sir Edward Pellew, 307 tons, two guns, nineteen men, in ballast, coppered, captured by the same, and burnt.

1391. Schooner Mariner, laden with fish, captured by the same, and made a cartel.

1392. Schooner ——, with a cargo of codfish, captured by the Resolution, of Baltimore, and sent to Charleston.

1393. Brig S. B. mounting two guns and navigated

By twelve men, from Havanna, bound for London, laden with sugar and coffee, captured by the Kemp, of Baltimore, and sent into port.

 The Kemp sailed from Wilmington, on the 29th of November, 1814, and returned to the same port on the 6th of December, with fifty-three prisoners. The following brief account of the battle with, and capture of, a small fleet of the enemy is singular and interesting.

December 1st, at 8 A. M. descried a fleet from the mast head, of nine sail, out every sail drawing in chase. Meridian, came up with them near enough to discover a frigate in company. Lat. 32° 32', N. long. 77,04, W. December 2d, the frigate gave chase to us and drove us out of the fleet—made short tacks to windward, at sunset had run her out of sight, during the night dodged her, and made after the fleet, judging how they steered. At day light discovered them on the weather beam, bearing N. N. E. wind at N.—At eleven A. M. boarded the Spanish ship Isabella, from Havanna, bound to Hamburgh, overhauled her and permitted her to proceed. Proceeded after the fleet. Dec. 3 lat. 31, 06. N. long. 76, 09. W. The fleet five miles to windward, laid by in a line prepared for combat, a large ship in the van, three brigs, two schooners and a large ship in the rear. At two P. M. they bore up for us, and as they passed commenced firing in rotation; we reserved our fire and tacked; they wore and we commenced firing with all our armament; at half past two, the enemy in confusion, we fell on board one of the brigs, boarded her, she struck, one man wounded on

our side—the rest keeping up their fire on us, our schooner not idle in returning the salute. At three, fell on board the ship, Mr. Sellers sailing master, and Mr. Myers first lieutenant, with eight men, boarded her, she struck, no loss on our side, three wounded of hers; in attempting next to board the schooner they cried for quarters; ordered them to lye by. In a short time got alongside the largest of the brigs and after a contest of fifteen minutes she struck. During this time the schooner rehoisted her colors and commenced firing on us again, when observing the brig strike she made sail and got off with the other brig, which had struck half an hour before. Conceived it best to secure all the prizes struck, and the number of our men and officers on board of them curtailing our crew on board the schooner so much, we could not pursue them. Manned out the four prizes and dispatched them for the United States. Like the gallant *Perry* we may say "*we have met the enemy, and they are ours.*" In this unequal contest every man acted as Americans should do.

The following is a list of the vessels engaged.

	Guns.	Men.
Ship Rosabella	16	35
Ship Princess,	2	14
Brig Portsea,	8	26
S. B.	2	12
Only Son,	12	28
Schooner Cossac, formerly the O. H. Perry, one 24 pounder on a pivot and 4 12 pounders,	6	20
Total	46	135

The two last rehoisted their colors and escaped. Dec. 4th, at midnight, got clear of all the prizes dispatched for the United States, and the prisoners on board, amounting *in all* to seventy-one; fifty-three on board the schooner. Made the best of our way to the port of destination; at three got the ground; at eight made the land off Cape Romaine (*so ends the cruise lasting six days.*) Our loss is one man killed (John Irwin) and four wounded, all on the recovery doing well

1394. Ship Rosabella, 16 guns, thirty five men, an elegant vessel of 264 tons burthen, and coppered, with a full cargo of sugar and coffee, captured by the Kemp, of Baltimore, and sent to (*lost on bar*) Charleston.

1395. Brig Portsea, eight guns, twenty-six men, heavily laden with sugar and coffee, captured by the same, and sent to Charleston.

1396. Ship Princess, two guns and fourteen men, captured by the same, and sent to Charleston.

1397. Schooner ——, laden with five thousand bushels of salt, captured by the Young Wasp, and sent into Ocracock.

1398. Schooner Hazard, from Halifax, bound for Annapolis, N. S. with a valuable cargo of dry goods, West India produce, &c. captured by the Surprize, of Baltimore, divested and burnt.

1399, 1400. Two small vessels, captured by the same, one dismissed the other burnt.

1401. Schooner Mary, from Halifax, bound for the W. Indies, captured by the same, and burnt.

1402. Brig Courtney, 200 tons, laden with thirty

tons of cordage, two hundred packages and bales of dry goods, forty-nine boxes of sheathing copper and a quantity of iron; invoiced at the sum of \$300,000, captured by the Yankee, of Bristol, and sent to Fairhaven.

1403. Schooner Polly, from Halifax, bound for Martinique, laden with fish, captured by the Dash, of Portland, and sent to Boston.

1404. Schooner Swift, from St. John's bound for Grenada, captured by the Expedition, of Baltimore, and sent to ——.

1405. Ship L'Amiable, from Havanna, laden with sugar, captured by the Roger, of Norfolk, and sent to Wilmington.

1406. Schooner ——, with a valuable cargo of crates, glass, hardware, lead, &c. &c. &c. captured by the Hero, of Newbern, and sent to Beaufort.

1407. Ship ——, laden with provisions and stores for the *allied* forces in *Florida*, entering Mobile, in a mistake for *Pensacola* Bay, and there captured by our troops.

1408. Schooner Mary, from St. John's, bound for Castine, with a rich cargo of dry goods, captured by the Cadet, of Salem, divested of one hundred cases of dry goods, and sent into port.

1409. Schooner St. John, laden with coffee, captured by the letter of marque Jonquil, of New York, and sent to Jaquemel, afterwards ransomed.

1410. Another schooner, captured by the same Jonquil, divested of her valuables and used as a cartel.

1411. Brig General Maitland, from Martinique, bound to Bermuda, laden with sugar and rum, captur-

ed by the Dash, of Portland, divested in part, and sent to Portsmouth.

1412. Sloop Mary, bound for Bermuda, laden with a valuable assortment of British goods, captured and divested by the Dash, and converted into a cartel.

1413. The Dash herself, arrived safe, heavy laden, with the gleanings of several prizes, consisting of dry goods, groceries, &c. worth from 40 to £50,000.

1414. Schooner ——, burthen 67 tons, with one hundred and forty cases of dry goods, twenty bbls. of sugar, some glass and hardware, from Halifax, bound for Castine, captured by the Fame of, and sent to Thomastown.

1415. Schooner Peggy, with some dry goods, captured and divested by the Caroline, of Baltimore, and converted to a cartel.

1416. Sloop Eliza, captured by the Caroline, and sunk.

1417. Schooner Mariner, laden with dry goods, captured and divested of her valuable articles, and converted to a carted.

1418. Brig Stephen, mounting fourteen guns and navigated by thirty men, from St. Thomas's to Curra-coa, with a very valuable cargo of dry goods, captured by the Caroline after a short engagement, divested of her cargo (which stowed her choke full) and given up to the prisoners. The captors arrived safely at Wilmington, North Carolina, heavy laden, with the rich spoils taken from the foe.

1419. Sloop Trinidad, with a cargo of coffee, hides

and logwood, captured by the letter of marque Jonquil, of New York, divested, and burnt.

Jonquil arrived safe at Beaufort.

1420. Brig Equity, from Greenock, bound for Quebec; laden with one hundred and forty-one packages of dry goods, thirty-seven pipes of brandy, twenty pipes of gin, forty-five pipes of wine, thirty boxes of glass, six hhds of loaf sugar, two hhds. of hams, forty-one boxes of barley, six boxes of pipes ; captured by the Orlando, of Gloucester, and sent to Boston.

1421. Brig Lord Wellington, from Halifax, bound to Havanna, captured by the letter of marque Diamond, of Baltimore, supplied with provisions, and given up to the prisoners and some Spanish passengers.

☞ The Diamond was homeward bound from Havanna, with two hundred and forty thousand pounds of coffee, and ten thousand pounds of copper in pigs, all which she landed in N. York.

1422. Brig Margaret, from Lisbon, bound for England, with a full cargo of Lisbon wine, captured off the British coast by the young Wasp of, and sent to Philadelphia.

1423. Ship Hero, burthen 610 tons, mounting fourteen guns, and navigated by twenty-seven men, from Halifax, bound for Jamaica, laden with fish, and lumber, captured by the Ino of, and sent to Boston.

☞ The Hero was nine years old, when captured, a clump Swedish built vessel, mounting six nine pound caronades, four 12 pound ditto, 2 long 9 and 2 long six pounders ; the Ino carried but five guns. The

Hero struck without firing a shot, her cargo consisted, of five hundred and twenty casks of shad, mackarel, salmon and herrings; two hundred and two of dry fish; thirty-six thousand feet of lumber; ninety-eight thousand staves, and some shingles.

1424. Brig Colliers, from Cork, bound for Quebec, burthen 220 tons; cargo fifteen hundred bbls. of flour, with a vast quantity of beef, and pork: captured by the Amelia, of Baltimore, and burnt.

1425. Schooner Nancy, from Pool, bound for Newfoundland, burthen 250 tons, with an assorted cargo of bale goods, provisions, &c. captured and partially divested of her most valuable articles, and ordered into port.

1426. Brig Harmony, from Alicant, bound for Newfoundland, burthen 200 tons, laden with salt and wine, captured likewise by the Amelia, and, after taking out the wine, given up to the prisoners.

1427. Brig Elizabeth, from Cork, bound for Newfoundland, burthen 250 tons, with a cargo of governmental stores, bread and flour: captured by the Amelia, and burnt.

1428. Schooner Neptune, burthen 450 tons, mounting eight guns, navigated by eighteen men; laden with bale goods, wine, gin, &c. captured by the Amelia, not without fighting: divested partially of her lading, manned and ordered into port.

1429. Ketch Caroline, under Danish colours, from London to Lisbon, overhauled by the Amelia, and divested of seven packages of dry goods, as British property.

1430. Brig Susannah, from St. Andrews, bound for Barbadoes, laden with lumber, captured by the Amelia, and made a cartel.

1431. Schooner Mary, formerly the *Climax*, of Baltimore, sixteen guns, twelve men; captured by the Amelia, after a long chase, and sent to Philadelphia.

1432. Brig Pallas, formerly the French privateer *Sans Souci*, mounting eight guns, and navigated by twenty-one men, laden with fish, captured by the Ame-

lia, after a contest of twenty minutes, and sent to Philadelphia.

1433. The General Wellesley, an East Indiaman, of 500 tons, 8 guns, with a complement of eighty-six men, coppered, and found in the best manner; separated from her convoy and captured, after a running fight, by the Yankee,—manned, and ordered in, when being chased by the enemy, she, her immense cargo and fifty-seven of her hands, with two of the prize crew, were lost on Charleston bar, January 12th, 1815.

1434. Brig ——, 170 tons, a valuable vessel from *Castine*, for *Jamaica*, laden with fish and lumber, captured by the *Paul Jones*.

1435. Cutter *Eliza* and *Peggy*, from *Malaga*, bound for *London*, laden with fruit, captured by the *Lawrence*, of *Baltimore*, and being divested of part of her cargo, converted to a cartel.

1436. Brig *Good Intent*, from *Corunna*, bound for *Newport* (*Old England*) in ballast, captured by the *Lawrence*, and burnt.

1437. Cutter *Dart*, with a cargo, from *Malaga*, consisting of wine, raisins, &c. captured by the *Lawrence*, partially divested of her cargo, and burnt.

1438. Brig *Christian*, from *Faro*, bound for *London*, with a full cargo of cork, dog-fish skins, almonds, &c. captured by the *Lawrence*, and burnt.

1439. Schooner *Atalanta*, from *Halifax*, bound for *Martainco*, laden with fish, captured by the *Lawrence*, and burnt.

1440. Brig *Lord Wellington*, laden with fish and lumber, captured by the *Expedition*, of *Baltimore*, and burnt.

1441. Ketch *Expedition*, captured by the ——, and cast away on *Cape Cod*.

1442. Schooner *Goldfinder*, (formerly of *N. York*) with a cargo of salt, captured by the *Young Wasp*, of *Philadelphia*, and sent to *Elizabeth city*, *North Carolina*.

1443. A transport, with two hundred and fifty troops, from *Halifax*, bound for *Castine*, chased as far near the latter place by three privateers and lost:

the troops, however, got safely to land and marched to Castine.

1444. Sloop Governor Hodgdon, with a few cases of dry goods, and hats, with some cordage, white lead, &c. captured by the Dash, of Portland, divested and relinquished.

1445. Brig Only Son, from Barbadoes, bound for St. John's, laden with rum, sugar and shrub, captured by the Dash, and given up to the prisoners.

1446. Schooner ——, tender to the British frigate Hebrus, one gun, and thirty-six men, captured near Charleston, by the United States' barges, under lieut. Kearney.

1447. Brig ——, laden with provisions for the army, captured near New Orleans, having grounded, she was burnt.

1448. Ship Jane, from Merimachi, laden with lumber, captured by the Harpy, of Baltimore, and burnt.

1449. Brig William Nelson, of Liverpool, from Quebec, with a number of passengers, and a cargo of lumber, captured by the Harpy, of Baltimore, and made a cartel.

1450. Schooner Nine Sisters, from Lisbon, bound for Liverpool, with a cargo of fruit, captured by the Harpy, and made a cartel.

1451. Brig Louisa, from Gibraltar, bound for Greenock, with a cargo of wine, figs, raisins, &c. captured by the Harpy, divested, and manned for the U. States.

1452. Ship William and Alfred, from London, bound for Antigua, laden with dry goods, and plantation tools, captured by the Harpy, divested of her dry goods, and manned for the United States.

1453. Ship John, from London, bound for Antigua, with a cargo of provisions, on account of the British government, captured by the Harpy, when her cargo being thrown overboard, and the vessel, being not counted sea worthy, given as a cartel.

 The Harpy carries 349 tons, fourteen heavy guns, and one hundred men and boys. She was at

sea eighty-five days, and arrived safely, after many a sharp chase, at Salem, as full as she could hold of various kinds of chosen goods—as follows: one hundred and eighteen boxes, and trunks, and one hundred and sixteen bbls. and casks of dry goods, jewelry, plate, ladies rich dresses, navy trimmings, rich infants clothing, &c. Three hundred and thirty boxes of fresh Malaga raisins; sixty-six frails of fresh Turkey figs; one hundred and fifty-eight pieces British manufactured goods; twenty-nine bolts of canvas: a quantity of cordage; ten pipes of Sherry wine; three bbls. of powder, cannonades, muskets, pistols, cutlasses, sails, signal flags; lamp and paint oil; white and patent sheet lead; nautical instruments: cut and other glass; medicines and other articles; also upwards of one hundred thousand pounds sterling in British treasury notes, and bills of exchange.

The following honorable acknowledgments of the kind treatment of capt. Nichols, of the *Harpy*, to his prisoners, deserves record.

“ Captain William Drysdale, late of the ship *William and Alfred*, captured the second of January, 1815, by the brig *Harpy*, returns his grateful acknowledgment to William Nichols, Esq. commander of the said brig, and all his officers, for their great civility, indulgent lenity and humane usage while on board, and generously delivering up all his private property. And should, at any future time, captain Nichols, or any of his officers, come to London, captain Drysdale, will be happy to see them at his house, No. 12, Stepney Green, near London.

Given under my hand, on board the *Harpy*, at sea, this 6th day of January, 1815.

WILLIAM DRYSDALE.

Late captain of the ship William and Alfred.

We the undersigned, feeling congenial sentiments with captain Drysdale, towards captain Nichols, lieut. Place, and the other officers on board the *Harpy*, and desirous that such humanity and goodness may be made public, as well in the United States as in the Bri-

tish nation, declare, that our treatment is worthy of every praise and encomium ; and that all our private property has been held sacred to us, and a cartel fitted for us as early as circumstances would permit.

GEORGE HARRISON.

W. NEWELL.

J. W. HALL.

ANDREW McCARTHY

(late masters of vessels taken by the Harpy.)

On board the Harpy, Jan. 6, 1815.

1454. Brig Courtney, from London, bound for Rio Janerio, laden with dry goods, copper, &c. captured by the Yankee, of Bristol, divested of her richest articles, and manned for the United States.

1455. Ship St. Andrew, mounting 8 guns, from London, bound for Teneriffe, captured by the Yankee, and ordered in.

1456. Brig Speculator, captured by the Yankee, and converted into a cartel.

1457. Brig Patriot, from Prince Edward's Island, with a cargo of timber, captured by the Brutus, of Boston, and sent a prize to Charleston.

1458. Brig Dantzig, captured by the privateer Paul Jones, and sent to an eastern port.

1459. A tender to the British ship Dauntless, armed with one twelve pound carronade, some swivels and muskets, and navigated by 19 men under the command of a lieut. of the royal navy, captured by a small party of militia, near St. James' Island, in the bay of Chesapeake.

1460. Transport brig Cyrus, with a full load of bread, rum and clothing for the invincibles—the *Beauty* and *Booty* men, who were to *sack* N. Orleans, and unfurl the British standard there, mounting 4 guns—captured in Lake Borgne, by one of the United States' launches, commanded by sailing master Johnson, and in the face of the swaggering foe, burnt.

1461. Transport brig ——, captured in the midst of the British fleet in Lake Borgne, by certain United States' boats, under the command of Mr. Shields, purser of an American *cock boat*—a *Holm-*

veer.—He also captured two boats, and in this daring, romantic expedition, among the enemy fleet, made seventy-eight prisoners, whom he brought in, besides a number whom he could not get away.

1462. Brig Peter, from Messina, bound for London. A very valuable vessel, with a full cargo, consisting of 184 tons of sulphur, 300 bags of sumac, 36 cases of claret, four casks of citrat lime, 5 boxes of oranges, 145 boxes of lemons, 6 bales of wool, 119 bales of rags, 61 barrels of raisins, and 1 jar of essence of oranges.

1463. Brig John, from Liverpool, bound for Leghorn, with a cargo of dry goods and hardware; captured by the Perry, of Baltimore, divested of as many of her most valuable articles, as the Perry could contain, she was manned, and ordered into port.

1464. Brig Nancy, from Malaga, bound for London, with a small cargo of fruit, captured by the Perry, and made a cartel.

The Perry arrived in the Delaware, about the 1st of February, with a full cargo of chosen spoils, after a capital cruise. She was chased eight or ten times by brigs, sloops of war, frigates or razees, but mocked at their folly; though once, indeed, being close in shore, she was compelled to receive the fire of a razee! She then left the razee in her wake! Her sails and hull were much cut up by the razee's shower of grape.—Any man but a Yankee would have doused his colors, in such a case—.Not he!

1465. A three masted schooner ——, captured by the Warrior, of New York and lost in New Inlet bar, N. C.

1466. Ship William, laden with lumber, captured by the Charles Stewart, of Boston, and sent to Bath.

1467. Brig ——, laden with dry goods, &c. captured by the Harrison, of Baltimore, and after a partial divestment of her dry goods, ransomed.

1468. Schooner ——, under Spanish colors, captured by the Harrison, and after divesting her of a quantity of goods the property of certain British merchants in Jamaica, released.

1469. Ship Garland, with a full cargo of rum, sugar, &c. captured by the Harpy, captain Nichols, manned, and ordered in. This was an exceeding valuable prize.

1470. Ship Mary, 246 tons, mounting six guns, from Newfoundland, for Lisbon, an excellent vessel, laden with 5000 quintals of fish, captured by the Little George, of Boston, and sent to Marblehead.

1471. Schooner Brent, a tender of the Severn frigate, commanded by a midshipman, and manned by 13 sailors, captured in Ball's bay (near Charleston) by certain boats of the Flotilla under commodore Dent.

1472. Brig ——, laden with wine, rum and dry goods, captured by the Kemp, of Baltimore, and sent into Ocracoc.

1473. Sloop Enterprize, from Guernsey, bound for Madeira, laden with dry goods and flour; captured by the Whig, of Baltimore, divested of the former and given up to the prisoners.

1474. Brig Brunswick, from Greenock, bound for South America, with a cargo of dry goods, crockery, &c. captured by ditto, divested and burnt.

1475. Schooner Britannia, from Newfoundland, bound for Lisbon, laden with fish; captured by ditto, and burnt.

1476. Brig Race Horse, departure, destination, lading and fate similar, burnt.

1477. Schooner Mary, laden with fish captured by the Surprize, of Baltimore, and burnt.

1478. Schooner Good Intent, laden with furs, captured by the Surprize, divested and destroyed.

1479. Schooner Nancy, formerly an American vessel: captured and recaptured four times; captured for the last time by the Surprize, and burnt.

1480. Schooner Hazard, from Halifax, with a cargo of dry goods, &c. captured by the Surprize, divested of her cargo, and burnt.

1481. Schooner Sea Flower, with a cargo of fish; captured by the Surprize, and burnt.

1482. Schooner Lucy Ann; captured by the Surprize, and converted to a cartel.

1483. Brig Forth, from Halifax, bound for Pictou, in ballast; captured by the Surprize, and burnt.

1484. East India ship, captured by the Surprize, above mentioned, as per following extract from the log book of the latter: "Jan. 28, lat. 24, 10. long. 35, 50. saw a sail on our lee quarter, and gave chase. At 11 A. M. got out the sweeps and swept toward the chase. At 45 minutes past meridian, being within half gunshot of the chase, which showed English colors, commenced action with her. At intervals we used sweeps, so as to get along side. The action continued uninterruptedly on the side of the enemy, and at times suspended on ours, until a quarter past two, when we had gained a position across his stern, and being ready to give him a broadside and to board, he struck his colors.

The prize proved to be the British ship Star, of eight twelve pounders, and 26 men; she was from Batavia, bound for London, with a cargo of coffee, sugar, cinnamon, camphor, saco, nankeens, tortoise shell, &c. The Star had one man killed and one wounded, several shot in her hull, and received considerable damage in her spars, sails and rigging. We had several shot through the sails, one in the foremast and one in the foretopmast; but no personal injury.

We put 2 prize masters and 18 men on board, and commenced taking out part of the cargo and repairing damages.—29th, we were this day employed in taking goods out of the Star."

This valuable prize was parted with a little way off the coast on the 26th of February, in a snow storm. The Surprize arrived at New York with a cargo valued at \$150,000. Dec. 24th, she arrived in the outward harbor of Brest, fired a salute, which was answered by 11 guns from the French admiral's ship. Jan. 9th, sailed from Brest. 14th, was chased by a ship of war for several hours; she fired 100 shot at us, but we escaped in the night.

The Star arrived at New York on the 28th February. Her cargo consisted of 1180 bags of sugar, 5021 bags of coffee, 45 tubs of camphor, 297 bags of

ago, 224 cwt. Sapan wood, 22 bales nankeens, 83 cases of cinnamon and 45 cases of tortoise shells—the whole worth about \$300,000—It hath been said that this truly valuable vessel *really* did **BONA FIDE** belong to a member of a certain “committee of grievances” that recently visited Washington City. If it be so, she is to be doubly valued.

1486. Two vessels, one laden with fish and oil, the other with coal, captured by the Ranger, and burnt.

1487. Ship ——, a collier, captured off the coast of England, by the Ranger, of Boston, and burnt.

1488. Brig Athill, mounting eight guns, from the Mediterranean, with a valuable cargo, captured by the Lawrence of Baltimore, and put into Brest in distress, Jan. 6. As the signing of the treaty of peace must have been known there at that time we consider this as good prize.

1489. Three masted Schooner George, from Rio Grande, Africa, to Goree, laden with timber, captured by the David Porter, of Boston, and converted to a cartel.

1490. Brig William, from Portaventura, bound for London, laden with wine and barrila, captured by the Lawrence, of Baltimore, and sent to N. Carolina.

1491. Brig ——, with a cargo of fish and oil, captured by the privateer Champlain, and sent to Portsmouth.

1492. Brig Susanna, of Liverpool, burthen 200 tons, coppered and laden with a full cargo of sugar, cotton, coffee and Spanish tobacco, captured on her voyage from Havanna to England, by the privateer *Sine qua non*, of Boston, and sent to Portsmouth.

☞ The above prize sailed under Spanish colors and the feigned name of Antonio, but her true name and character were developed on her changing masters.

1493. Brig Flying Fish, coppered, with a rich cargo, as follows:—6025 pounds of indigo; 54 hhds. double refined sugar; 152 bags, 190 bbls. and 82 casks best green coffee; 110 bags of Sumatra pepper; 1 task of pimento; 74 bags of cocoa; 10 casks anatto;

2 casks of salarmoniac ; 9 bags of cloves ; 3 bags of cinnamon ; 2 puncheons of 4th proof Jamaica rum ; 23 casks of painters colours ; 55 cases of superfine British shirting cottons ; 17 bales of superfine long cloths ; 1 cask of files ; 1 cask and 1 case of razors, cork screws and needles ; 2 casks of saws ; 2 bales of green serge ; 2 casks of porter ; 180 cwt. and 76 pounds of red sanders wood, captured on her voyage from London, bound for Trieste, by the David Porter. She is 110 feet on deck, is valued at 150 to \$200,000 and was sent to, and arrived at N. Bedford.

1494. Ship Corona, burthen 335 tons, a new vessel coppered, mounting 8 guns, with a large cargo of coarse clothing, negro slops, wine, cheese, crockery, &c. from London, bound for Grenada ; captured by the Chasseur, of Baltimore, and sent into North Carolina, port of Wilmington.

1495. Brig Sarah, coppered, with a full cargo of fish, from Newfoundland, bound for Alicant ; captured by the big Warrior, of New York, and sunk.

 The following extract of a letter from Capt. Champlain, of the Warrior, giving an account of his rencontre with a frigate is amusing.

"On the 15th of Dec. made the island of Fayal, and was standing in for the harbor, when a frigate that was lying there at anchor, slipped her cables and made sail in chase of us. At 8 P. M. about 3 miles distant, at which time it was blowing very fresh and squally, the chase rather gaining on us.

After a chase of about 60 miles he came up within grape shot distance, and opened a fire upon us from 2 of his bow guns. About this time we got *Long Tom* to bear on him, and ran out all our starboard guns, which indicated a disposition to fight (as he thought) it which he shortened sail, to give us battle in due form : at which favorable circumstance, about 2 A. M. I reluctantly resorted to the only means of escaping from capture, which was by freeing the brig of part of her load ; I accordingly cast overboard eleven of her guns, and escaped from the chase ; he was in sight

next morning, but did not continue the chase—One only of his shot hit us."

1496. Brig Lady Troubridge, burthen 208 tons, mounting eight guns, with a cargo of live stock, from the Cape de Verds, bound for Barbadoes, captured by the brig Ino, of Boston, and burnt.

1497. Snip Mary and Susan, burthen 470 tons, with an immense cargo of dry goods, brandy, gin, Madeira wine, plantation utensils, from London, bound for Jamaica, captured by the Chasseur, of Baltimore, and sent to Savannah.

1498. The schooner Arrow, from Catalonia, bound for London, with one hundred casks of almonds, 1650 casks of hazlenuts; captured on the 22d of January, by the American of, and sent to Salem.

1499. "His majesty's" schooner St. Lawrence, lieutenant Gordon, mounting fourteen twelve pound carrouades and one long gun, with a complement of 75 men, exclusive of soldiers and several passengers, captured, after a very severe action of 15 minutes, and a loss on board the prize of 49 men killed and wounded, by the Chasseur, of Baltimore, and, in consideration of the wounded, and in compliance with the earnest request of her late commander, sent to Havanna.

1500. Ship Adventure, for Havanna, with a valuable assorted cargo of dry goods and plantation utensils, captured by the Chasseur aforesaid, but after being divested of her most valuable goods, recaptured off the port of Charleston. The cargo being secured is a good prize.

1501. Schooner Robert, from Portsmouth, Old England, bound to St. Michael's, captured by the America, of Salem, and destroyed.

1502. Sloop Jubilee, from Teneriffe, bound to Jersey, laden with wine and barilla, captured by the America, divested of a few pipes of wine, and destroyed.

1503. Schooner Hope, from London, bound to Senegal, with a cargo of dry goods, cordage, &c, captured by the America, and divested of her valuables, manned and ordered in.

1504. Ship Emulation, captured by the privateer Syren, manned and ordered for the United States.

1505. Schooner ——, captured by the M'Donough, of Rhode Island, and burnt.

Extract from the log book of the M'Donough.
January 31. at 12 discovered a large ship under our lee making signals, about two leagues distant, shewing two tier of ports. At 1, edged down for her, and discovered her lower battery to be false, and immediately prepared for action. At 2, bore up for his weather quarter; and hoisted our colors; the enemy at the same time hauling up his courses and lying bye for us. At half past 2 commenced the action within musket shot, observing the enemy to fire 7 guns from his broadside besides swivels, with a tremendous shower of musquetry, which led us to believe her a troop ship, in which we were not deceived. At half past three, passing close under her bows to rake her, we discovered her decks to be full of soldiers, who gave us a tremendous fire. At three quarters past three, our braces, bowlines and halliards being all shot away —our sails literally cut to pieces—rigging much damaged and two guns dismounted—11 men wounded, 7 severely—7 shot in our hull—our fore and main masts badly wounded—our stern boat with two 18 pound shot through her—the enemy being far superior to us in point of metal. having 18 nine pounders, and at least 300 soldiers besides her crew, thought it prudent to haul off. Our enemy having suffered, to appearance, bore away for Teneriffe with some of her people slung over the side stopping shot holes.

At 3 A. M. tacked ship to the S. W. all hands employed repairing sails, rigging, gun carriages and other damages. The M'Donough arrived at Savannah, March 7.

1506. Schooner Ceres, from Newfoundland, bound for Dublin, cargo 15000 gallons of oil, captured by the Rein Deer, of Boston, and destroyed.

1507. Schooner William, of London, from Whitehaven, bound for St. Michael's in ballast, captured also by the Rein Deer, and burnt.

1508. Sloop Unity, from Lisbon, bound for Crookhaven, with a load of oranges, captured by the Rein Deer, and made a cartel.

1509. Brig Daphne, burthen 200 tons, mounting 2 guns, with a cargo of wine, cloves, skins, &c. bound for London; captured by the Rein Deer, divested of a quantity of cloves, almonds, leopard skins, coffee, and ostrich feathers, manned and ordered into port.

1510. Brig Crown Prince, with a cargo of Merino wool, valued at \$300,000; captured by the privateer Portsmouth, manned and sent to Sedgwick.

1511. Brig Juno, a transport, captured by the Rein Deer, divested, and converted to a cartel.

1512. Brig Ocean, from Merimachi, bound for Glasgow, laden with timber, captured by the Rein Deer, and burnt.

1513. Brig Langton, from Richibucto, (Nova Scotia) bound for Scotland, captured by the Rein Deer, and ransomed.

1514. Brig Adeona, with a cargo consisting of 450 bales and packages of broad cloths, linens, muslins, &c. and a great quantity of plantation stores, captured by the America of, and sent to Salem.

1515. Schooner Sultan, laden with coco, captured by the Morgiana, and sent to Wilmington, N. C.

1516. Brig Sarah, bound for the port of Alicant, with a cargo of codfish, captured by the Warrior, of N. York, and burnt.

1517. Brig Legal Tender, with a valuable cargo, captured by the David Porter, and ordered in.

1518. Brig ——, captured by the privateer Prince of Neufchatel, and sunk.

1519. Ship Antigua, burthen 320 tons, with an immense cargo of dry goods, and plantation stores, captured off the Western Isles, by the Fox of, and sent to Portsmouth.

1520. Ship City of Limerick, from London, bound for Jamaica, captured by the Morgiana, of New York, and after being divested of all her most valuable goods, ordered into port.

1521. Brig Helen, from London, bound for Jamai-
B b

ca, laden with dry goods and iron, captured also by the Morgiana, and ordered into port.

1522. Brig Plutus, from London, bound for Teneriffe, with an assorted cargo. captured by the Young Wasp, of Philadelphia, in sight of a large fleet, partially divested, and given up.

1523. Ship Mary Ann, from the Cape of Good Hope, bound for Malacca, chiefly in ballast, captured by the Young Wasp, divested partially and dismissed.

1524. Brig Lord Duncan, from Liverpool, bound for Bermuda, captured by the Morgiana, of New York, and burnt.

1525. Brig Cossack, mounting 6 guns, from Cork, bound for Jamaica, captured by the Morgiana, divested, and made a cartel.

1526. Schooner Resolution, with a cargo of sugar, molasses, &c. captured by the Kemp, of Baltimore, and sent to a southern port.

1527. Sloop ——, captured in the West Indies, divested of her valuables, and dismissed.

1528. Ship Otway, mounting 3 guns, with a rich cargo of dry goods, &c. captured by the Kemp, divested of all the goods the latter could receive, manned, and ordered in.

1529. Brig ——, mounting 18 guns, navigated by 40 men, captured by the Kemp, in a warm contest of 40 minutes, and abandoned.

1530. Brig Alexander, captured by the Leo, of Baltimore, and cast away near Ferroll.

1531. Brig Eagle, laden with dry goods, captured by the Lawrence, of Baltimore, and wrecked.

1532. Brig Susanna, from Buenos Ayres, bound for London, with a cargo of hides, and tallow, captured by the United States' frigate Constitution, and sent to New York.

1533. Brig Lord Nelson, with a cargo of fish, brandy, and wine, captured by the Constitution, divested of her most valuable articles, and burnt.

1534. Ship Arabella, of Calcutta, captured by the letter of marque Rambler, of Boston, on her passage to Canton, and conducted to Macao.

1535. Brig Madeira, laden with wine, captured by the letter of marque Rambler, divested of her cargo, and dismissed.

1536. Ship Ann, burthen 417 tons, —— guns, 25 men, with a large cargo of mahogany, logwood and fustic, coppered and in fine order, captured by the Xebec Ultor, of Baltimore, after a feeble opposition, and sent to New York.

1537. Schooner Perseverance, from Grenada, bound for Damarara, captured by the Xebec Ultor, and burnt.

1538. Brig John, from Martinique, bound for Antigua, captured by the Xebec Ultor, and burnt.

1539. Brig Maria Annabella, from Dublin, bound for St. Kitts, laden *chiefly* with provisions, captured by the Ultor, divested of a few Irish linens, and burnt.

1540. Sloop Twins, captured, divested, and given up by the Xebec Ultor.

1541. Sloop l'Esperance, captured, divested and dismissed, by the same.

1542. Sloop Constitution, from St. Bartholomew's, bound for Dominica, captured by the Ultor, and burnt.

1543. Brig Mohawk, of Jamaica, captured by the Ultor, and ordered into a port of the United States. This is good prize, being captured *without*, and *within*, the terms limited by the treaty of peace.

1544. A vessel, captured by a privateer of Boston, and ransomed for the sum of \$3000.

1545. Ship ——, captured by the letter of marque ship Jacob Jones, of Boston, on her passage to Canton, and divested of opium, and sundries, worth \$60,000.

1546. "His Majesty's" *sloop of war Cyane*, rating 20 guns, and carrying 34, viz. 22 32 pound carronades on her gun deck—10 18 pound carronades on her quarter deck, and 2 long 9's on her forecastle. She is a queer "sloop of war," being a frigate built vessel—captured by the United States' frigate Constitution, and sent to N. York.

[*From the New York Columbian.*]

On Saturday evening arrived at Sandy Hook, the (late) British *sloop of war Cyane*, lieut. Hoffman prize

master, a prize to the United States frigate *Constitution*, capt. Stewart. Yesterday she came up and anchored in the North river, saluting Castle Williams as she passed. The British sloop of war Levant was taken at the same time. The particulars are as follows. The Cyane, captain Gordon, rated at 20, carrying 34 (22 caronades of 32lbs. on her gun deck, 8 ditto. of 18 on her quarter deck, and 2 do. of 18 and 2 long 9's on her forecastle) with 175 men. And the Levant, capt. the honovable G. Douglas, rated at 13, carrying 21 guns (18 caronades of 24lbs. 2 long 9's, and a pivot caronade of 12 on her forecastle) with 150 men. The vessels left Gibraltar the 17th of February, for Madeira and Newfoundland, and fell in with the Constitution, off Madeira, the 20th, being sonic distance apart they stood towards each other, and made for the Constitution. At about 8 o'clock in the evening they fell in with her, and the action commenced, one on her bow, and the other on her quarter, by clear moonlight. In fifty minutes the Cyane struck, much cut up, and acknowledging a loss of about 6 killed and 13 wounded, and the Levant endeavoured to escape. The Constitution, after manning the prize, then pursued the Levant, and in half an hour came up with her, and she surrendered; her loss being about the same as that of her consort. On board the Constitution were 4 killed and 7 wounded. The loss of the British is known only by report, the regular books not being found on board the prizes.

The Constitution took her prizes into St. Yago, (one of the Cape de Verd Islands) where she landed her prisoners, and on the morning of the 8th of March, discovered three heavy British ships, standing in, upon which she made a signal to cut, and stand out to sea, which was immediately executed, and the frigate with her two prizes, made all sail and stood to sea. The Cyane altering her course, was not pursued. Lost sight of the Constitution and Levant in the afternoon of the 8th, the British squadron in chase. The Constitution and Levant about 4 miles to windward of the chase—and leaving the British squadron very fast. A little before sunset, and shortly after the

Cyane lost sight of the Constitution, a heavy cannonade was heard in the direction of the hostile ships, from which circumstance some of the officers of the Cyane are fearful that the Levant was overtaken by the British squadron and probably re-captured. Of the Constitution there was little apprehension, as she was in good trim, sails as well as ever, and was leaving her pursuers very fast and easily.

Extract from the log book of the ship Levant.

Harbor of Port Praya, Saturday, March 11th, 1815. These 24 hours commenced with moderate breezes and thick hazy weather. All hands employed in refitting ship ; the top gallant yards on deck, and sails unbent to repair. At 0h. 25m. P. M. discovered three large ships bearing S. W. by W. distant 4 or 5 miles, wind N. E. signal from the Constitution to get under weigh, cut and made sail on a wind on the larboard tack, crossed top gallant, and main royal yards, and set the sails. At 1h. the enemy evidently falling astern, and to leeward of the Constitution but gaining fast on the Cyane and Levant, 1, 30. the Cyane tacked by signal from the Constitution. At two lost sight of the Cyane. At 2 30 the headmost ship, the Newcastle, four points on the lee bow distant 3 miles ; the Acasta 2 points on the lee bow, distant 2 1-2 miles, and the Leander on the lee quarter 2 1-2 miles distant ; tacked by signal from the Constitution, the enemy's squadron immediately tacking in chase. At 3 lost sight of the Constitution—same time made the high land to the S. E. of the harbor.

At 3 30, finding it impossible to escape by keeping by the wind, from our very great inferiority of sailing, the Acasta having gained to windward of our wake, and the other ships neared us very much, it was determined to bear up for the harbor, distant 4 or 5 miles on the lee bow ; the neutrality of which we were all under the strongest belief the enemy would not violate. 3 35, kept away one point, and set the staysails. when the Leander, Sir George Collier, opened his fire, the shot passing over us, and falling on the neutral shore. At 3 50, the Newcastle, Lord George

Stewart, and Acasta capt. Kerr, opened their fire on us, cutting away much of our rigging and upper sails, which gave them the advantage of keeping off and luffing too, so as to bring their broadsides to bear, without materially altering their position. At 4, anchored in four fathom water within 150 yards of the shore, and under a very strong battery.

At 4 5, the Acasta took a position on our quarter, half a cable's length, from which she kept up a constant fire from her bow guns. Finding that the enemy, regardless of our situation, continued their fire from all their ships, the officers were called together, when it was determined that longer to receive their fire without being able to return a single gun was only to expose the lives of men rendered valuable to their country by their long and faithful services and by their recent exploits.

At 4 15, the colors were hauled down, notwithstanding which the Leander and Newcastle, both passed near, and in wearing wantonly fired their broadsides into us, the Acasta, capt. Kerr, still keeping up his fire from his bow guns, until the colors were hoisted half up and down again as a signal that we had surrendered.

At 4 30, a boat with an officer from the Acasta, came on board and said he was ordered to take charge of the ship in his Majesty's name. On lieut. Ballard's remonstrating at their firing after he had struck, the answer was, that they had only obeyed the signal of their commodore. During the time of our approach to the harbor, as well as when getting under weigh previously from it, we were fired upon from a battery, which the prisoners whom we had landed in the morning had taken possession of, and from which we understood the Portuguese made no exertions to dislodge them; although very many of the shot fired by the squadron passed over or through us, and fell into their town, several of them passing through the houses comprising the residence of the governor.

1547. Brig Baltic, laden with sweet oil, captured by the Grand Turk, of Saleni, and ordered in.

1548. Cutter, sloop Busy, of Guernsey, with a cargo of potatoes from Plymouth, bound for St. Michael's, captured by the America, of Salem, and burnt.

1549. Sloop Enterprize, of Guernsey, with a cargo of flour, captured by the America, and burnt.

1550. Schooner Black Joke, of London, bound for Tercia, laden with coal, porter, &c. captured by the America, and burnt.

1551. Packet ship Elizabeth, in ballast, from Rio Janeiro, bound for Falmouth, mounting eight guns, and navigated by thirty-one men; captured by the America after a short contest, in the course of which she had 2 men killed and thirteen wounded, and was literally torn to pieces—Her masts, spars, hull, and sails being penetrated by more than seven hundred shot, while the America received no injury, either in men, rigging or hull. The Elizabeth being divested of her armament, was given up to her original crew to make the best of their way home or elsewhere.

The following communications, although not properly within the scope of this work, yet as they afford another proof, if that were necessary, of the perfidious, vulgar and dastardly conduct of British officers (with some honourable exceptions) we insert it as an eternal memento of the brutality of those demi Mohawks, who, *speaking generally*, have been appointed by the Regent of England as the most abandoned, consequently most fit to execute his holy orders of *rape, robbery and murder*, on our sea-board, under the immediate auspices of that disgrace of human nature, Cockburn.—It needs no comment.

Copy of a letter from Commodore Campbell, to the Secretary of the Navy, dated

Savannah, March 29th, 1815.

SIR.—My respects to you of the 18th inst. made you acquainted with my having dispatched a gun vessel to Cumberland, for the purpose of recovering from Admiral Cockburn the barge and dismantled gun vessel taken at St. Mary's. I have the honor to enclose the report of sailing master Hulburd, whom I sent on this duty—which goes to prove a most flagrant viola-

tion of national rights, and an outrage committed on the flag of the United States: I have the honor to be, with great respect, Sir,

Your obedient servant,
HUGH G. CAMPBELL.

The hon. B. W. CROWNINSHIELD.

United States' gun vessel, No. 168.

Cumberland sound, March 18th, 1815.

SIR,—Proceeding with the dispatch which you did me the honor to entrust to my care, I sailed from Tybee bar, at 1 P. M. on the 16th inst. wind N. E. steering S. at half past 3 descried a sail in the S. E. quarter, which we soon found to be a ship of war standing N. N. W. about 40 minutes after she fired a gun and hoisted her colors, the shot passing over our fore gaff; our colors were hoisted, continued our course a few minutes, then hauled up S. E. the wind having blown off the land all the preceding day, it was very smoky towards the horizon.

Several Russian and Swedish vessels having passed from Amelia for Savannah, she was taken for one of that description, until keeping away S. W. it was discovered that some of her gun deck ports were open. We then luffed E. S. E. when another gun was fired; the shot passed abaft the main rigging over the lee quarter. Heaving his vessel to on the starboard tack, hailed me by, "you damned rascal, if you don't lower your boat down and come on board immediately, I'll fire into you; I'll sink you, God damn you!"

—Seeing me in the act of taking in the square sail, "why don't you heave to! God damn you, I'll sink you; I'll fire a broadside into you." As soon as I could be heard, I said, this is a United States' vessel, from Savannah, with despatches for Admiral Cockburn. In the act of pronouncing the last words, a musket was fired at me, the ball passing near my shoulders over the head of the man at the helm, striking the water from 20 to 30 feet from the vessel. Putting the helm down, I again informed him of the character of the vessel, saying, if you wish for further satisfaction, you are at liberty to send your boat on board; he said, "I don't care a damn for the des-

patches nor Admiral Cockburn neither, God damn them, and the United States' too; I'll fire a broadside into you, and sink you, if you don't lower your boat down, and come on board, you rascal." Put about and run close under the ship's lee, saying, this is the United States' gun vessel No. 168, with despatches for the Admiral off St. Mary's; if you doubt her being what she appears to be, you can send your boat on board; I shall heave to, as soon as I clear sufficient to lye to; which was done on the starboard tack. He then hailed, saying "if you heave to on the starboard tack I will send my boat on board of you;" at that moment discovered both his hands up, crying no, no, no, no; as if to prevent the firing of the quarter deck guns and musketry,—most of the men were in readiness to fire. Turning to me says he "God d—n you, come on board or I'll sink you—I'll fire thunder into you." I replied, "if you do I shall return your compliment with lightning. At this time I received, if possible, a greater flood of vulgar abuse than before. I hove about, stood to windward of him, heaving to on his starboard quarter, with the larboard tacks on board; when a lieut. came alongside, ordered me into the boat, saying "if you do not go on board, every one of you will be taken out and carried to Charleston." Go on board and tell your commander, that I shall not lower my boat, nor shall an officer or man leave the vessel but by force, showing him the paper for Admiral Cockburn. "If you don't go on board you'll be sunk as soon as I go on board: I advise you to go"— "I want no advice," said I, I have the orders of my government, by which I am governed; tell your commander that such trifling shall not pass with impunity." On the boat leaving us the captain of the ship said, "won't the d—d rascal come? then come alongside, and let me sink him; I'll fire a broadside into him." On the boat's reaching the ship's side, a gun was fired: the shot passing to leeward, through the mainsail, near the mast, cutting away one of the stays, going between the foremast and rigging; while he gave a vent to his vulgar abuse, throwing down his speaking trumpet.

Hitherto every order of mine had been obeyed with alacrity. I now saw every one of our little crew anxiously waiting the order to fire into our apparent enemy; but I considered that several valuable lives would in all probability be lost, and the flag struck at last. With my reduced crew it was hardly possible to escape from a vessel sailing nearly or quite as well as mine. Under these considerations I fired a gun across his bows, as the vessels were lying, sunk the signals, and hauled the colors down. A lieutenant came on board, to whom I made a formal surrender of the vessel; he observed that he was only a lieutenant. "Send an officer on board," I replied, "the officers and men are your prisoners." He ordered me on board the ship. On my arrival on board the ship, I was met by the captain near the mainmast, saying this is his majesty's ship Erebus, Bartholomew, commander. "This is my sword," I replied, "that is the United States gun vessel, No. 168, which I surrender as your prize, myself, officers and crew as your prisoners." He said again, "how dare you to refuse to come on board his majesty's ship when ordered?" I know not nor do I acknowledge any right you have to order me on board, or to interrupt me sailing along the American coast. I shall however, make a fair representation of this most flagrant abuse of power on your part to my government. Had I the crew that were attached to my vessel but a few days since, you should not have brought me on board, without first marking your vessel with a few 32 pound shot, and I very much regret that I have no the command of a vessel of 20 guns, which would save the trouble of demanding satisfaction at a future day, by taking it on the spot." He said, "I only wish to warn you off the coast; will you see my orders from the admiral, to warn all vessels from the coast?" "As I am governed by the orders of my own government, I can have nothing to do with those of admiral Cockburn." He said, "I thought you might be from the Cape of Good Hope." "You could not believe any such thing, when you see she has no quarter, has not the appearance of having been at sea any length of

time ; her boats not stowed as if to remain long at sea ; nor could you suppose that were I from a long cruise I should run past the port of Savannah, thereby exposing my vessel to any British cruiser that might happen to be on the coast." He said, " upon my honor, I believe it was an accident, but I am sure the last shot would not have been fired, if you had not been trying to run away from me." " You could believe no such thing ; you saw both jibs to windward, and the helm a-lee." He said " upon my honor, I don't know whether it went off by accident or was fired, no orders were given to fire." After walking the quarter-deck for a few minutes, returning, he said, " will you see my orders to warn all vessels off the coast " " As I have nothing to do with them, I can have no wish to see them." " If you think this will cause any dispute between the two governments," said he, " I will return with you to the admiral and have it settled." I replied, " I do not feel myself authorised in my present situation to receive any satisfaction you may have in your power to offer for such a wilful insult offered to the United States." I was then ordered on board, and to proceed with the despatches. When on board of the Erebus, I saw about 20 negroes, and on the gun-deck, looking up the hatch, 13 black women, several of whom I had previously seen in the neighborhood of St. Mary's. The ship mounted 20 32 pound carronades, and 2 long 18's on her spar-deck ; had 20 ports independent of her bridle ports on the gun-deck. As her ports were shut, I could not ascertain what guns she had. I am since informed that she is a rocket ship ; she had all hands at quarters, nor were they piped down until I left her. I was detained about an hour and a quarter. My sails being torn or cut, came into port, it blowing fresh, and the admiral under weigh, delivered the despatch to captain Hamilton of the Ceylon. The admiral ordered it sent out as per signal.

I have the honor to remain, sir,

Yours, very respectfully.

JOHN HULBURD

Commodore HUGH G. CAMPBELL.

 Mark the following detail, the substance is given before.

Copy of a letter from captain Stewart to the Secretary of the Navy, dated

United States' frigate Constitution,

May —, 1815.

SIR—On the 20th of February last, the Island of Madeira bearing about W. S. W. distant 60 leagues, we fell in with his Britannic majesty's two ships of war, the Cyane and Levant, and brought them to action about 6 o'clock in the evening, both of which, after a spirited engagement of 40 minutes, surrendered to the ship under my command. Considering the advantages derived by the enemy, from a divided and more active force, as also their superiority in the weight and number of guns, I deem the speedy and decisive result of this action the strongest assurance which can be given to the government, that all under my command did their duty, and gallantly supported the reputation of American seamen. Inclosed you will receive the minutes of the action, and a list of the killed and wounded on board this ship; also inclosed you will receive for your information a statement of the actual force of the enemy, and the number of killed and wounded on board their ships, as near as could be ascertained.

I have the honor to remain, very respectfully,
Sir, your most obedient servant,

CHAS. STEWART.

Hon. B. W. CROWNINSHIELD,

Secretary of the Navy, Washington.

Minutes of the action between the United States' frigate Constitution, and his [Britannic] majesty's ships Cyane and Levant, on the 20th of February, 1815.

Commences with light breezes from the east, and cloudy weather. At 1 discovered a sail two points on the larboard bow—hauled up and made sail in chase—at 1-4 past 1 discovered another sail ahead; made them out at 2 P. M. to be both ships, standing close hauled, with their starboard tacks on board; at 4 P.

M. the weathermost ship made signals, and bore up for her consort, then about 10 miles to leeward; we bore up after her, and set lower, topmast and topgallant and royal studding sails in chase; at half past 4 carried away our main royal mast; took in the sails and got another prepared; at 5 P. M. commenced firing on the chase from our two larboard bow guns; our shot falling short, ceased firing; at half past 5, finding it impossible to prevent their junction, cleared ship for action, then about 4 miles from the two ships; at 45 minutes past 5 they passed within hail of each other, and hauled by the wind on the starboard tack, hauled up their courses and prepared to receive us; at 45 minutes past 5 they made all sail, close hauled by the wind, in hopes of getting to windward of us; at 55 minutes past 5, finding themselves disappointed in their object, and we were closing with them fast, they shortened sail, and formed on a line of wind, about half a cable's length from each other. At 6 P. M. having them under command of our battery, hoisted our colors, which was answered by both ships, hoisting English ensigns; at 5 minutes past 6, ranged up on the starboard side of the sternmost ship, about 300 yards distant, and commenced the action by broadsides, both ships returning our fire with great spirit for about 15 minutes, then the fire of the enemy beginning to slacken, and the great column of smoke collected under our lee induced us to cease our fire to ascertain their positions and conditions; in about 3 minutes, the smoke clearing away, we found ourselves abreast of the headmost ship, the sternmost ship luffing up for our larboard quarter; we poured a broadside into the headmost ship, and then braced aback our main and mizen topsails, and backed astern under cover of the smoke, abreast the sternmost ship, when the action was continued with spirit and considerable effect, until 35 minutes past 6, when the enemy's fire again slackened, and we discovered the headmost bearing up; filling our topsails shot ahead, and gave her two stern rakes; we then discovered the sternmost ship wearing also; wore ship immediately after her, and gave her a stern

reke, she luffing though on our starboard bows, and giving us her larboard broadside; we ranged up on her larboard quarter, within hail and was about to give her our starboard broadside when she struck her colors, fired a lee gun and yielded. At 50 minutes past 6 took possession of H. B. M. ship Cyane, captain Gordon Falcon, mounting 34 guns. At 8 P. M. filled away after her consort, which was still in sight to leeward. At half past 8 found her standing towards us with her starboard tacks close hauled, with topgallant sails set and colors. At 50 minutes past 8, ranged close along side to windward of her, on opposite tacks, and exchanged broadsides. Wore immediately under her stern and raked her with a broadside; she then crowded all sail, and endeavored to escape by running—hauled on board our tacks, set spanker and flying jib in chase. At half past 9 commenced firing on her from our starboard bow chaser; gave her several shot, which cut her spars and rigging considerably. At 10 P. M. finding they could not escape, fired a gun, struck her colors and yielded. We immediately took possession of H. B. M. ship Levant, hon. captain Geo. Douglas, mounting 21 guns. At 1 A. M. the damages of our rigging was repaired, sails shifted, and the ship in fighting condition.

1552. Schooner ——, captured by the Fox, of Portsmouth, and sunk.

1553. Schooner John and Ann, from Halifax, bound to the West Indies, captured by the Young Wasp, of Philadelphia, manned and ordered in, but off Ocracoc, N. Carolina, was wrecked.

1554. Ship Clarendon, an East Indiaman, from Batavia, bound for London, laden with 1,150,000 pounds of coffee, a quantity of elephant's teeth, japan wood, &c. mounting 24 guns and navigated by 50 men, captured by the Young Wasp, of Philadelphia, off the Cape of Good Hope: arrived at Baltimore.

1555. Brig Sarah, from Newfoundland, bound for Alicant, with a cargo of fish, captured by the Warrior, of New York, and burnt.

1556. Brig Hope, from Glasgow, bound for Bue-

nos Ayres, captured by the Warrior, divested of a large quantity of dry goods, manned and ordered into port.

1557. Ship Francis and Eliza, 377 tons mounting 10 guns, 35 men with a cargo of British virtue, the sweepings of the British dungeons consisting of 124 convicts of both sexes: partially divested and dismissed.

1558. Ship Neptune, 259 tons, mounting eight guns, from Liverpool, bound for St. Salvador, with a cargo of dry goods, copper, tin, &c. captured by the Warrior, divested, manned and ordered into port.

1559. Brig Dundee, of Dundee, from London, bound for St. Salvador, with a very valuable cargo, of which being divested, she was sent to N. York.

☞ Out of those vessels the Warrior took 300 packages of valuable dry goods, and 15,000 dollars in specie. While cruising she was frequently pursued by British frigates, and had a sort of a battle with one of them. At another time she received the whole broadside of a 74 without injury! She is a beautiful vessel of 400 tons, pilot boat built, mounting 21 guns, and manned by 150 men.

1560. Ship Adventure, with a cargo of oats, potatoes, cheese, &c. captured by the Brutus, of Boston, several articles taken out, and the vessel destroyed.

1561. Schooner Margareta, with a similar cargo, captured by the same and converted into a cartel.

1562. Transport brig Guardianna, from Halifax, bound to Plymouth, (Old England) mounting four guns, captured by the Brutus, divested and made a cartel.

1563. Brig Tagus, from Smyrna, bound for London, mounting 6 guns, with a cargo worth 400,000 dollars, consisting of 240 great bales of raw silk, madder, galls, &c. captured by the said Brutus, divested of 143 bales of silk, manned and ordered into Boston.

☞ The supercargo said her cargo would be worth 100,000 pounds sterling in London.

1564. Brig Phebe, from Malta, bound for London, with a valuable cargo; divested of a quantity of dry goods, manned and ordered for the United States.

1565. Schooner ——, from Halifax, bound for Barbadoes with a cargo of fish, captured by the Avon, of Boston, and sent to Fort Royal, ransomed.

1566. Brig Success, from Cadiz, for Newfoundland, with a cargo of salt, raisins and lemons, captured by the Blakely of, and sent to Boston.

1567. Brig Jubilee, from St. Ubes, bound for Ireland, laden with salt and spirits, captured by the same, partially divested and sunk.

1568. Brig Louisa, from Gibraltar, bound for Greenock, with a cargo of wine and spirits, captured by the Harpy, of Baltimore, in December last, retaken within St. George's bank, *March 27th*, and sent to Halifax, where she was restored after the peace.

1569. Schooner Thistle, from the Mediterranean, with a valuable cargo, captured by the America, of Salem in her last cruise, recaptured by the Cossac sloop of war off Cape Sables, on the 19th of March, sent to Halifax: but afterwards restored to the original captors.

1570. Brig Ocean, from Sicily, for St. Petersburgh, with a cargo of 1950 boxes of lemons, 500 do. of oranges; lime juice, almonds and brimstone, captured by the Macedonian, of Boston, and sent to Portsmouth.

1571. Brig Pallas, laden with fish, captured by the Amelia, of Bath, manned and ordered for the United States, but having got up with Bermuda, experienced such dreadful weather as carried away one of her spars, and compelled the crew to heave 10 or 12 guns overboard; and finally to bring her up at Cadiz: however she arrived safe after all, at Boston.

1572. Packet Windsor Castle, carrying 2 long brass 9 pounders, 8 carronades, a crew of 32 men with 5 mails, captured by the Roger of, and sent to Norfolk.

1573. Schooner Fanny, mounting 9 guns, from Laguira, bound for London (formerly the Shadow privateer, of Philadelphia,) captured by the Lawrence, of Baltimore, and driven into Cuba, in distress, after having been several times blown off the coast.

1574. Schooner ——, from Fayal, bound for St.

Michael's, captured by the Macedonian, of Boston, divested of her valuables, and dismissed.

1575. Galliot ——, under Swedish colours, captured by the Macedonian, divested of her British property, and dismissed.

1576. Sloop ——, from Forway, bound for Naples, with a cargo of fish, captured by the same, and burnt.

1577. Ship ——, from Newfoundland, bound for the Mediterranean, captured by the same, and burnt.

1578. Brig James and Charlotte, mounting 12 guns, a very fine vessel, coppered, from Newfoundland, for Alicant, with a cargo of fish, captured by the same, and sent to Cape Ann.

1579. Brig Pomona, from Antigua, bound for London, with a full cargo of sugar, captured by the America of, and sent to Salem.

1580. Ship Active, from Rio Janeiro, in ballast, with 17,000 ——.

1581. Brig Acorn, mounting 14 12 pounders, from Liverpool, bound for Rio Janeiro, with a full cargo of dry goods, hardware, &c. captured by the same, divested of a great quantity of her most valuable articles, manned and ordered into port.

1582. Sloop, from St. Michael's, captured by the Leo, of Boston, and burnt.

1583. A tender to the Dragon, 74, commanded by a lieutenant of the navy, with a crew of 25 men, captured by the Saranac, of Baltimore, and sunk.

1584. A packet, captured by the same, in the West Indies, and burnt.

1585. Galliot Ann, with a valuable cargo of various goods, captured by the James Monroe, and sent into L'Orient, from whence she came to N. York.

1586. Ship Agenoria, laden with sundries, from Waterford, bound for London, captured by the Macdonough, and taken to Brieaux, in France.

1587. The Ann, from Lisbon, captured by the James Monroe, divested and dismissed.

1588. Ship Asburton, from Lisbon, captured by the James Monroe, and dismissed.

1589. Brig Legal Tender, a valuable prize, captured by the David Porter, of Boston, recaptured after the time limited by the treaty of peace; sent to Halifax, and afterwards restored to the original captors.

1590. The Nancy, from Liverpool, bound for Sicily, captured by the Abælino, of Boston, and sent to Tunis.

1591. Cutter Joanna, captured by the Macedonian, of Portsmouth, burnt.

1592. Ship Triumvirate, from St. John's Newfoundland, bound for the Mediterranean, with a cargo of fish and oil, captured by the Macedonian, and burnt.

1593, 1594. Schooners Britannia and Recovery, captured by the Macedonian, partially divested, and given up to the prisoners.

1595. Ship Amity, from Waterford, bound for London, captured by the Macdonough, and sent to Morlaix.

1596. Brig Nicholson, carrying 300 tons, mounting 8 guns, with a valuable cargo of dry goods, captured by the Warrior of, and sent to N. York.

1597. Transport ship Mosely, mounting 16 18 pound carrenades, from Algo Bay, bound for the Cape of Good Hope, in ballast; captured by the letter of marque Rambler, of Boston, carrying 10 guns and 10 men, on her voyage from Canton, divested partially, and dismissed.

1598. Ship Adele, of Penang, laden with gold dust, opium, &c. captured by the letter of marque, ship Jacob Jones, of Boston, on her voyage to Canton, divested and dismissed.

1599. Brig Bourwan, of Penang, laden with opium, captured by the Jacob Jones, and dismissed.

 The property obtained from those 2 prizes was worth 90,000 dollars.

1600. Brig Polly, captured by the Amelia, of Baltimore, and sent to Cadiz.

1601. Brig Elizabeth, captured by the Leo, of Boston, and burnt.

1602. Brig George, from Prince Edward's Island, captured by the same Leo, and burnt.

1603. Brig Ocean, laden with 5300 bushels of salt, captured by the Macdonough, of Boston, and sent to France.

1604. Cutter Jane, from St Michael's, bound for London, with a cargo of fruit, captured by the same, and sent to France, where the vessel and cargo were sold.

1605. Brig Staff of Life, from Liverpool, bound for Havre de Grace, with a valuable assorted cargo, captured by the Macdonough, and sent to France.

1606. Brig Endeavor, from Falmouth, bound for Liverpool, with a full cargo of barley, malt, &c. captured by the Macdonough, and sent to France.

1607. Brig Ceres, from Cork, for London, with butter and oats, captured by the Macdonough, and sent to France.

1608. Brig Unity, from Waterford, bound for London, laden with beef, bacon, pork, &c. captured by the said Macdonough, and sent to France.

1609. Sloop Agenoria, from Waterford, for London, with a similar cargo, captured by the Macdonough, and sent to France.

Extract from the log-book of the Com. Macdonough,

Having put out all our men, was obliged to bear up for France, and arrived at Morlaix, 7th of Feb. Feb. 16 an English man of war schooner arrived there, and anchored within pistol shot of us, and demanded that we should give up our prizes, which we refused; and being all ready to engage her, she did not see fit to urge her demands.

1610. Sloop Eliza, from Dublin, bound for London, laden with 250 tierces of beef, 200 bbls. ditto, and 300 casks of butter, captured by the Macdonough, and sent to France.

1611. Brig Phebe, mounting 8 guns, from Malta, bound to London, with a cargo of raisins, captured by the Brutus, of Boston, and arrived in the United States.

1612. Brig Enterprize, from Buenos Ayres, with a cargo of hides and tallow, captured by the America, of Salem, put into Fayal in distress, and was condemn-

ed as unseaworthy. Cargo in care of our consul at Fayal.

1613. Ship Charles, of London, a very valuable vessel, with 30 butts of oil, and ballast, from St. Salvador, captured near that port by the Blakely of, and arrived at Boston.

1614. Brig Sailor's Friend, captured by the Prince of Neufchatel, and arrived at Boston.

1615. Ketch —, captured by the Neufchatel, and sent to Havre.

1616. Brig Mercury, with one hundred and 70 pipes of port wine, and 60 quintals of cork wood, captured by the Macedonian, of Portsmouth, and arrived at Nantz.

1617. Brig Daphne, — guns from the Cape of Good Hope, bound from London, with a cargo of wine, cotton, olives, skins, &c. captured by the Rein Deer, of Boston, and arrived in distress, at Teneriffe.

1618. Brig —, laden with fruit for the Mediterranean, captured by the Lawrence, of Baltimore, and sent to be repaired at Brest.

1619. Schooner Swift, of London, from St. Michael's, with fruit, &c. captured by the America, of Salem, and ordered for that port, but put into Terecira, and being there demanded by the British, she was restored by the *Independent* Portuguese.

1620. Brig Ann Elizabeth, captured by the Rattlesnake, last from Amsterdam, arrived at Philadelphia.

1621. Ship Somerset, 260 tons, 4 guns, laden with wine and brandy, sent into France by the Macedonian, of Portsmouth, arrived at Boston.

1622. Brig Cora, with a valuable cargo, captured by the True Blooded Yankee; arrived at Boston.

1623. Brig —, from the Mediterranean with fruit, taken by the Brutus of, and arrived at Boston.

1624. Brig Helena, laden with iron, salt, crates and dry goods, captured by the Morgiana, of New York, re-captured by a British frigate, Mar. 7th, where she was restored, but by order of the high court of Admi-

alty to be given up to the original captors, in compliance with the treaty of peace, arrived at Boston.

1625. Schooner Commercial Packet, from Trieste, bound for London, with a cargo of fruit, captured by the *Abœlina*, of Boston, and sent to Boston.

1626. Brig Hope, from Patrass, for London, with fruit, captured by the *Abœlina*, of Boston, and sent to Boston.

1627. Schooner Dunsten Castle, from Alicant, bound for Marseilles with fish, and oil, captured by the *Abœlina*, and sent to Boston,

1628. Brig Charlotte, from Patrass, for Hull, with fruit, captured by the *Abœlina*, and sent to Boston.

1631. Three Maltese (British) vessels, laden with wine, lumber, glass, &c. captured by the *Abœlina*, of Boston, and sent to Tripoli.

1632. Brig Mary and Galbert, from Naples, bound to Palermo, captured by the *Abœlina*, and permitted to be ransomed.

1633. Brig Bernadotte, a Maltese, captured by the *Abœlina*, divested, and dismissed.

1634. "*His Britannic Majesty's*," sloop of war, *Penguin*, mounting twenty guns, and manned by 132 men, captured by the United States' sloop of war *Hornet* after a short but sharp engagement.

(See the *Official account.*)

Copy of a letter from captain Biddle, to commodore Decatur, dated

United States' Sloop Hornet, off Tristian d'Acunha,

March 25, 1815.

SIR,—I have the honor to inform you, that on the morning of the 23d inst. at half past ten, when about to anchor off the north end of the island of Tristian d'Acunha, a sail was seen to the southward and eastward, steering to the westward, the wind fresh from the S. S. W. In a few minutes she had passed on to the westward so that we could not see her for the land. I immediately made sail to the westward, and shortly after getting sight of her again, perceived her to bear up before the wind. I hove to for him to come down to us. When she had approached near, I filled the

maintopsail, and continued to yaw the ship, while she continued to come down; wearing occasionally to prevent her passing under our stern. At 1.40 P. M. being nearly within musket shot distance, she hauled her wind on the starboard tack, hoisted English colours, and fired a gun. We immediately luffed to, hoisted our ensign, and gave the enemy a broadside. The action being thus commenced, a quick and well directed fire was kept up from this ship, the enemy gradually drifting nearer to us, when at 1.55m. he bore up, apparently to run us on board. As soon as I perceived he would certainly fall on board, I called the boarders so as to be ready to repel any attempt to board us. At the instant every officer and man repaired to the quarter deck, where the two vessels were coming in contact, and eagerly pressed me to permit them to board the enemy: but this I could not permit, as it was evident from the commencement of the action that our fire was greatly superior both in quickness and in effect. The enemy's bowsprit came in between our main and mizen rigging, on our starboard side, affording him an opportunity to board us, if such was his design, but no attempt was made. There was a considerable swell on, and as the sea lifted us ahead, the enemy's bowsprit carried away our mizen shrouds, stern davits and spanker boom, and he hung upon our larboard quarter. At this moment an officer who was afterwards recognised to be Mr. MacDonald the first lieut. and the then commanding officer, called out that they had surrendered. I directed the marines and musketry men to cease firing, and while on the taffrail, asking if they had surrendered, I received a wound in the neck. The enemy just then got clear of us, and his foremast and bowsprit being both gone, and perceiving us wearing to give a fresh broadside, he again called out that he had surrendered. From the firing of the first gun, to the last time the enemy cried out he had surrendered was exactly 22m. by the watch. She proved to be H. B. M. brig Penguin, mounting sixteen 32lb carronades, two long 12's a 12lb carronade on the topgallant forecastle, with swivels on the capstern and in the tops.

She had a spare port forward, so as to fight both her long guns of a side. She sailed from England in September last. She was shorter upon deck than this ship by 2 feet, but she had a greater length of keel, greater breadth of beam, thicker sides, and higher bulwarks than this ship, and was, in all respects, a remarkably fine vessel of her class. The enemy acknowledge a complement of 132 men; 12 of them supernumerary marines, from the Medway, 74, received on board in consequence of their being ordered to cruize for the American privateer Young Wasp. They acknowledge, also, a loss of 14 killed and 28 wounded; but Mr. Mayo, who was in charge of the prize, assures me that the number of killed was certainly greater. Among the killed is captain Dicksen-son, who fell at the close of the action, and the boatswain; among the wounded is the second lieutenant, purser and two midshipmen, each of the midshipmen lost a leg. We received on board, in all, 118 prisoners, 4 of whom have since died of their wounds. Having removed the prisoners and taken on board such provisions as would be useful to us, I scuttled the Penguin this morning before day light, and she went down. As she was completely riddled by our shot, her foremast and bowsprit both gone, and her main mast so crippled as to be incapable of being secured, it seemed unadvisable, at this distance from home, to attempt sending her to the United States.

This ship did not receive a single round shot in her hull, nor any material wound in her spars; the rigging and sails were very much cut; but having bent a new set of sails, and knotted and secured our rigging, we are now completely ready, in all respects, for any service. We were eight men short of complement, and had nine upon the sick list the morning of the action.

Inclosed is a list of killed and wounded. I lament to state that lieutenant Conner is wounded dangerously. I feel great solicitude on his account, as he is an officer of much promise, and his loss would be a serious loss to the service.

It is a most pleasing part of my duty to acquaint you, that the conduct of lieutenants Conner and Newton, Mr. Mayo, acting lieutenant, Brownlow, of the marines, sailing master Romney, and the other officers, seamen and marines I have the honor to command, was in the highest degree creditable to them, and calls for my warmest recommendation. I cannot indeed do justice to their merits. The satisfaction which was diffused throughout the ship when it was ascertained that the stranger was an enemy's sloop of war, and the alacrity with which every one repaired to quarters, fully assured me that their conduct in action would be marked with coolness and intrepidity.

I have the honor to be, your obedient servant,
J. BIDDLE.

In addition to the above see the following.

A private marine of the Hornet, Michael Smith (who had served under the gallant captain Porter in the Essex, when she was *murdered* by the British squadron at Valparaiso) received a shot through the upper part of the thigh, which fractured the bone, and nearly at the same moment had the *same* thigh broken by the spanker boom of the Hornet, which was carried away by the enemy's bowsprit while a-foul of her. In this situation, while bleeding upon the deck and unable to rise, he was seen to make exertions to discharge his musket at the enemy on the topgallant forecastle of the Penguin—this, however, the poor fellow was unable to accomplish; and was compelled to be carried below.

Extraordinary effect of a single shot—a fact.

The officers of the Penguin relate, that, during the action with the Hornet, a 32 pound shot came in at the after port of the Penguin, on the larboard side—carried away *six legs*, killed the powder boy of the division, capsized the opposite gun on the starboard side, passed through the port, and “sunk in sullen silence to the bottom”

The following narrative although not descriptive of the horrid conflict of boarding the enemy, the groans of the wounded and dying, the crash of falling

spars and the shouts of victory, yet, as it affords another proof of the matchless skill, daring and persevering intrepidity, and unconquerable spirit of hardy enterprize of American seamen, it shall be recorded to the honor of the American navy and the commander, officers and crew of the Hornet, in particular.

U. S. Ship Hornet off the Cape of Good Hope,
Saturday the 9th May, 1815.

From the journal of an officer.

Thursday, 27th April, 1815.—At 7 P. M. the Peacock made a signal for a strange sail bearing S. E. by S. We immediately made all sail in chase. Friday 28th commenced with light breezes and pleasant weather, all sails set in chase: at sun-down we had neared the stranger considerably, when it fell perfectly calm, and remained so during the whole of the night; the stranger ahead and could just discern his topsails out of the water. At day light the sail not to be seen from the deck; at 5 A. M. a breeze sprung from the N. W. we immediately crowded all sail, in order if possible to get sight of the chase again; soon after descried him standing to the northward and eastward on a wind. Saturday 29th, at $\frac{3}{4}$ past 2 P. M. the Peacock was about 10 miles ahead of the Hornet, we observed captain Warrington approaching the stranger with much precaution; we therefore took in all our larboard steering sails, set the stay sails, and hauled up for the Peacock, still under the impression the sail in sight was an English *Indiaman*, and from the apparent conduct of the commander of the Peacock, we were under an impression (as the ship looked very large) that captain Warrington was waiting until we came up with him, in order to make a joint attack; at $\frac{1}{2}$ past 3 P. M. the Peacock made the signal, that the chase was a line of battle ship and an enemy; our astonishment may easily be conceived; we took in all steering sails and hauled upon a wind, bringing the enemy upon our lee quarter, about 3 leagues distant; the Peacock on his weather bow, and apparently not more than 3 miles from the enemy; at sun-down the enemy bore E. $\frac{1}{2}$ S. the Peacock E. by N. We soon

Dd

perceived the enemy sailed remarkably fast, but the Peacock left him running off to the eastward. The enemy continued by the wind, and evidently in chase of us; at 6 loosed the wedges of the lower masts; at 8 we discovered the enemy weathered upon us very fast, and that there was every appearance he would, if he could not come up with us, continue in sight all night. It was thought necessary to lighten the ship; at 9 we cut away the sheet anchor, and hove overboard the cable, a quantity of rigging, spars, &c. At $\frac{1}{2}$ past 9 scuttled the wardroom deck to get at the kentledge, hove overboard about 90 pieces, weighing about 50 tons. At 2 A. M. tacked ship to the southward and westward, which the enemy no sooner discovered, than he tacked also. At day light he was within shot distance, on our lee quarter; at 7 A. M. he hoisted English colors and a rear admiral's flag at his mizen topgallant mast-head, and commenced firing from his bow guns, his shot overreaching us about a mile. We therefore commenced again to lighten the ship, by cutting away our remaining anchors and throwing overboard the cables, cut up the launch and hove it overboard, a quantity of provisions with more kentledge, shot, capstern, spars, all rigging, sails, guns, and in fact every heavy article that could possibly tend to impede the ship's sailing. The enemy continued to fire very heavy, and in quick succession, but his *British* thunder could neither terrify the Yankee spirit, diminish the Yankee skill, or compel us to show him the *Yankee stripes*, which must have irritated him excessively. None of his shot had as yet taken effect, although he had been firing near 4 hours incessantly, his shot generally passing between our masts. We thought at this period we discovered we were dropping him, as his shot began to fall short, this stimulated our gallant crew to fresh exertion; at 11 A. M. his firing ceased, and the breeze began to freshen, we discovered the enemy was again coming up with us very fast, which induced a general belief he had made some alteration in the trim of his ship. At meridian squally and fresh breezes, wind from the

westward. Sunday (3.) fresh breezes and squally, the enemy still gaining on the Hornet; at 1 P. M. being within gun-shot distance, he commenced a very spirited and heavy fire with round and grape, the former passing between our masts, and the latter falling all around us. The enemy fired *shells*, but were so ill directed as to be perfectly harmless. From 2 to 3 P. M. threw overboard all the muskets, cutlasses, forge, &c. &c. and broke up the bell--also cut up the topgallant forecastle. It was now our capture appeared *inevitable*—the enemy $\frac{3}{4}$ of a mile on the lee quarter, pouring his shot and shells in great numbers all around us. Continued to lighten the ship, by heaving every thing overboard that could either be of service to the enemy, or an impediment to the Hornet's sailing. The men were ordered to lye down on the quarter deck, in order to trim ship, and to facilitate the ship's sailing. At 4, one of the shot from the enemy struck the jibboom, another struck the starboard bulwark, just forward of the gangway, and a third struck on the deck forward of the main hatch, on the larboard side, glanced off and passed through the foresail. At $\frac{1}{2}$ past 4, we again began to leave the enemy, and to appearance by *magic*—set the larboard lower steering sail, the wind drawing more aft. At 5 the enemy's shot fell short. At 6 fresh breezes; the enemy's hull down in our wake. At 7, could just see his lower steering sail above the horizon. From 8 to 12, descried him at intervals, with the night glasses. At day light discovered the enemy astern of us, distant 5 leagues. At 9 A. M. the enemy shortened sail, reefed his topsails, and hauled upon a wind, to the eastward, after a chase of 42 hours. During this tedious and anxious chase, the wind was variable, so as to oblige us to make a perfect circle round the enemy. Between 2 and 3 o'clock yesterday not a person on board had the most distant idea that there was a *possibility* of escape. We all packed up our things, and waited until the enemy's shot would compel us to heave to, and surrender, which appeared certain. Never has there been so evident an interposition of

the goodness of a divine father—my heart with gratitude acknowledges his supreme power and goodness. On the morning of the 28th, it was very calm, and nothing but murmurs were heard throughout the ship, as it was feared we should lose our anticipated prize—many plans had been formed by us, for the disposal of our plunder. The seamen declared they would have the birth deck carpeted with East India silk, supposing her an *Indiaman* from India, while the officers, under the impression she was from England, were making arrangements how we should dispose of the *money, porter, cheese, &c &c*. Nothing perplexed us more than the idea that we should not be able to take out all the *good things* before we should be obliged to destroy her. We were regretting that our ship did not sail faster, as the Peacock would certainly capture her first, and would take out many of the best and most valuable articles before we got up. This very circumstance, of our not sailing as fast as the Peacock, saved us in the first instance from *inevitable* capture—for when captain Warrington made the signal for the sail to be an enemy of superior force, we were 4 leagues to windward. We all calculated our fortunes were made, but alas, “we caught a tar-tar.” During the latter part of the chase, when the shot and shells were whistling about our ears, it was an interesting sight to behold the varied countenances of our crew. They had kept the deck during all the preceding night employed in lightening the ship, were excessively fatigued, and under momentary expectation of falling into the hands of a barbarous and enraged enemy. The shot which fell on the main deck (as before related) struck immediately over the head of one of our gallant fellows who had been wounded in our glorious action with the Penguin, where he was lying in his cot very ill with his wounds, the shot was near coming through the deck, and it threw innumerable splinters all round this poor fellow, and struck down a small paper (*American ensign*) which he had hoisted over his bed—destruction apparently stared us in the face, if we did not soon surren-

der, yet *no* officer, no man in the ship showed any disposition to let the enemy have the poor little Hornet. Many of our men had been *impressed* and *imprisoned* for years in their horrible service, and hated *them* and their *nation* with the most deadly animosity, while the rest of the crew, horror-struck by the relations of the sufferings of their shipmates, who had been in the power of the English, and now equally flushed with rage, joined heartily in execrating the present authors of our misfortune. Captain Biddle mustered the crew and told them he was pleased with their conduct during the chase, and hoped still to perceive that propriety of conduct which had always marked their character, and that of the American tar generally, that we might expect to be soon captured, &c. Not a dry eye was to be seen at the mention of capture; the rugged hearts of sailors, like *ice* before the *sun*, warmed by the divine power of sympathy, wept in unison with their brave commander. About 2 o'clock, the wind which had crossed us, and put to the test all our nautical skill to steer clear of the enemy, now veered in our favor (as before stated) and we left him.

This was truly a glorious victory over the horrors of banishment and the terrors of a British floating dungeon. Quick as thought, every face was changed from the gloom of despair to the highest smile of delight, and we began once more to breathe the sweets of liberty—the bitter sighs of regret now changed, and I put forth my expression of everlasting gratitude to Him, the supreme author of our being, who had thus signally delivered us from the power of a cruel and vindictive enemy.

ONE WORD FROM CAPTAIN PORTER.

“To possess the Essex it has cost the British government near six millions of dollars, and yet, sir, her capture was owing entirely to accident; and if we consider the expedition with which naval contests are now decided, *the action is a dishonor to them*. Had they brought their ships boldly into action with a force so very superior, and having the choice of po-

sition, they should either have captured or destroyed us in one-fourth of the time they were about it."

Thus, to the astonishment of all nations, and of none more than Great Britain herself, American Bravery has been enabled, under the divine auspices of the King of *Kings*, with a very few ships and small craft, to inflict a degree of vengeance on the foe, which absolutely amazed him; and has taught him a lesson, which, though received with extreme reluctance, may ultimately prove a real benefit, i. e. in convincing him that he is not only *not* invincible, but extremely vulnerable to *Yankee* shot and enterprize. If the British will but make a proper application of the salutary instruction which has been communicated to them, through the instrumentality of the small but illustrious constellation of naval worthies to whose skill, bravery and gentlemanly qualifications was committed, by the American Nation, the care and command of as gallant a set of seamen as ever yet braved the boisterous billows of old OCEAN, within the last three years, they may enjoy peace with their neighbors, preserve thousands of valuable lives, and reduce their expences within moderate bounds. Experience, however, forbids the hope of so pleasing a result.

"One truth is clear." Great Britain, in all her maritime contests, and they were not a few, never met such an antagonist before; and there is not a maritime power known with which her fleets have not tried their valor and skill, which must be acknowledged to be of no ordinary kind. The superiority of the American seamen in the dextrous management of their guns, and manœuvring their ships in time of action, will not at this day be denied. The mangled state of those British war ships which were selected, armed and manned, with a view of rendering victory *certain*, and which fought with a degree of animation deserving a better cause; and the vast disproportion, in killed and wounded, between them and the American vessels engaged with them, sets argument at defiance, and furnishes a complete *quietus* to the bombastic and ridicu-

lous doctrine of the *Invincibility* of British ships and seamen.

The skill and bravery exhibited by the American commanders, officers and crews, and their consequent victories, are not more beneficial to the nation, nor gratifying to their fellow citizens, than their humane treatment of, and friendly sympathy towards such persons as the chance of war placed in their power, is honorable to themselves.—Nor is that valor and seamanship, nor this urbanity towards a vanquished enemy, confined to the commanders and officers, but has been uniformly displayed by those brave and enterprizing men, whose courage, activity and prompt obedience, have given the first effectual check to the arrogant pretensions; the boasted but visionary supremacy, on the ocean, of Great Britain, i. e. *American sailors*; whose generosity to prisoners of their own grade, has been, beyond example, prompt and liberal. Such laudable conduct, while it affords to the humane and generous mind the most pleasing gratification, discharges a high moral obligation, and exhibits to the view of the world, a trait of national character, of the most interesting and honorable kind.

America after enduring, ever since the treaty (peace it cannot be called) of 1783, an almost uniform series of insults and injuries, inflicted by her quondam *mother* on her commerce, where, and whenever, an opportunity offered; always, however, under the mask of friendship—after having had her seafaring citizens stolen by thousands, and retained in a state of the most humiliating and barbarous captivity, and others murdered by “*rope and gun*” with a degree of forbearance bordering on pusillanimity, which no nation upon earth ought to submit to, at length shook off her apathy and ventured to oppose that stern and dreaded Colossus, which “the world worshipped,” the British fleet. She had the hardihood to make the experiment of attack and defence, against the fierce, the bloody, the devastating, the dishonorable Queen of the Barbarians, and considering the paucity of her means in the outset, has, as before observed, poured a measure

of merited chastisement on her foe which will not be obliterated from the memory of Britons, for ages to come.

Although peace is undoubtedly the most desirable blessing which can be granted to nations and individuals; and although from our truly enviable enjoyments, springing from the form of our constitution and natural fertility of our soil, it seems to be more highly appreciated (our long forbearance may be adduced as proof) here than among the prize fighters of Europe, whose "trade is war;" and who fight for subsistence, supposing it most eligible to perish in the field than by famine; yet, *united* we have nothing to fear when the *tug* of war cometh. No verily! We have as "choice spirits" as ever drew sword or trigger, or stepped between stem and stern. Munitions of war of every description are the spontaneous productions of our teeming soil; for mechanical genius, ship building, &c. we need not shrink from a comparison with any nation on the globe; our courage is acknowledged by our foes to be native, cool and determined, and our aptitude for hazardous enterprize, and collectedness in sudden emergency, peculiar and never failing!

After the happy experience we have had of the efficacy of our small naval force, surrounded as we are by every requisite for the formation, equipment and maintenance of an effective nautical establishment, it is devoutly to be wished (the neglect could proceed only from national insanity, or a much worse cause) that that object may be gradually, but steadily pursued until the successful invasion of our coasts by any or many foreign powers may be rendered as near to an impossibility as the exertions of human nature can render any event. An attempt to describe, or even to enumerate, all the individual instances of AMERICAN BRAVERY displayed in the late contest, by land and sea, (for they were numerous in both cases) would be as vain as laborious, therefore, as this work was compiled with the sole view of perpetuating the memory of the latter, a few of the most prominent are here quoted, leaving the

former to a more able pen, fitted to do ample justice to the subject, and to the brave men the objects of it.

Tobias Farnell, of Portsmouth, New Hampshire, a seaman belonging to the frigate Constitution, in action with the Cyane, had an arm shattered in a shocking manner, after the surgeon had amputated the limb, and had taken up the arteries, and before the dressing was completed, the cheers upon deck, for the surrender of the enemy caught his ear: agitated with joy and forgetful of his situation, he twitched the bleeding stump from the surgeon and waving it, joined in the cheers. His death soon followed.

John Lancy, another of the same undaunted crew, a native of Cape Ann, in the action with the Levant, had one thigh shattered to pieces and the other desperately wounded, was carried down to the surgeon, who when he perceived his situation said, "My brave fellow, you are mortally wounded." "Yes sir," replied he, I know that—I only want to hear that the other ship has struck!" And so he did—she struck soon after, the victors cheered, he heard them, his life's current was at its last ebb, he raised his languid head, faintly echoed the cheer, and immediately expired!—

A black man stationed at a gun on board one of our national vessels, (name not now recollectcd) in the heat of a sanguinary conflict with an enemy, was cut in two about the middle, by a British 18 or 24 pounder and as his trunk fell to the deck, exclaimed, eagerly, "Fire away boys! No pull a culla down!— Traits like these should be preserved with a religious scrupulosity, as examples to posterity of the undaunted bravery of the American sailors of the present day.

To conclude. As Niles's Register has, almost solely, furnished the materials for the foregoing sheets, it is presumed that the propriety of closing this volume in the words of that accurate and patriotic editor, will not be disputed.

"The number of vessels captured and 'satisfactorily accounted for' during a war of two years and 8 months, is 1634. There may be a few duplicates in our lists; but there certainly are many omissions.

The vessels captured, which arrived safely in port, were divested or destroyed at sea, including a few ransomed, I estimate at not less than 1750 : and the whole amount captured at 2500, allowing 750 to have been recaptured.

“ I think my opinion on this subject is entitled to some weight; considering that I have read the journal of every vessel that was published, and examined, in the course of the war, not less than ten, and, perhaps, *twelve thousand columns* of “ *ship news*” to make up the list of prizes, and collect the facts that belonged to the war on the ocean. There is no exaggeration, in this ; and by it the reader may be assisted in his suppositions of the quantity of editorial labor bestowed upon the “ *Weekly Register*. ”

“ As was observed some time ago, we have in preparation several curious tables to exhibit in one view the effect of the war at sea. We expect to publish them in an early number of the next volume.

“ It is the last time, perhaps, that we shall have occasion to mention this subject ; but we wish the fact may be impressed on the mind of the American people—that if, unfortunately they should ever be involved in war with *England* again, or with any other commercial nation, their true policy will be (after providing as far as they can for coast defence) to direct all the energies of the nation, in respect to operations at sea, to the fitting out of vessels, of from 10 to 16 guns, to harass and destroy the commerce of the enemy. We have superlative advantages for this species of warfare—We have the best of seamen, and can construct the fastest sailing vessels that ever floated ; and build and man 100 sail in from 8 to 10 weeks. Let the politician calculate the effect of that number of vessels, sent to *destroy* the commerce of a nation like *England*—preventing the possibility of recapture by sinking the ships, after divesting them of any *very* valuable articles of small bulk, that they might have on board. War is emphatically, a contest, “ to do each other the most harm” and, if we engage in it, it is best to use all lawful means, with all their force to end it.”

THE END.

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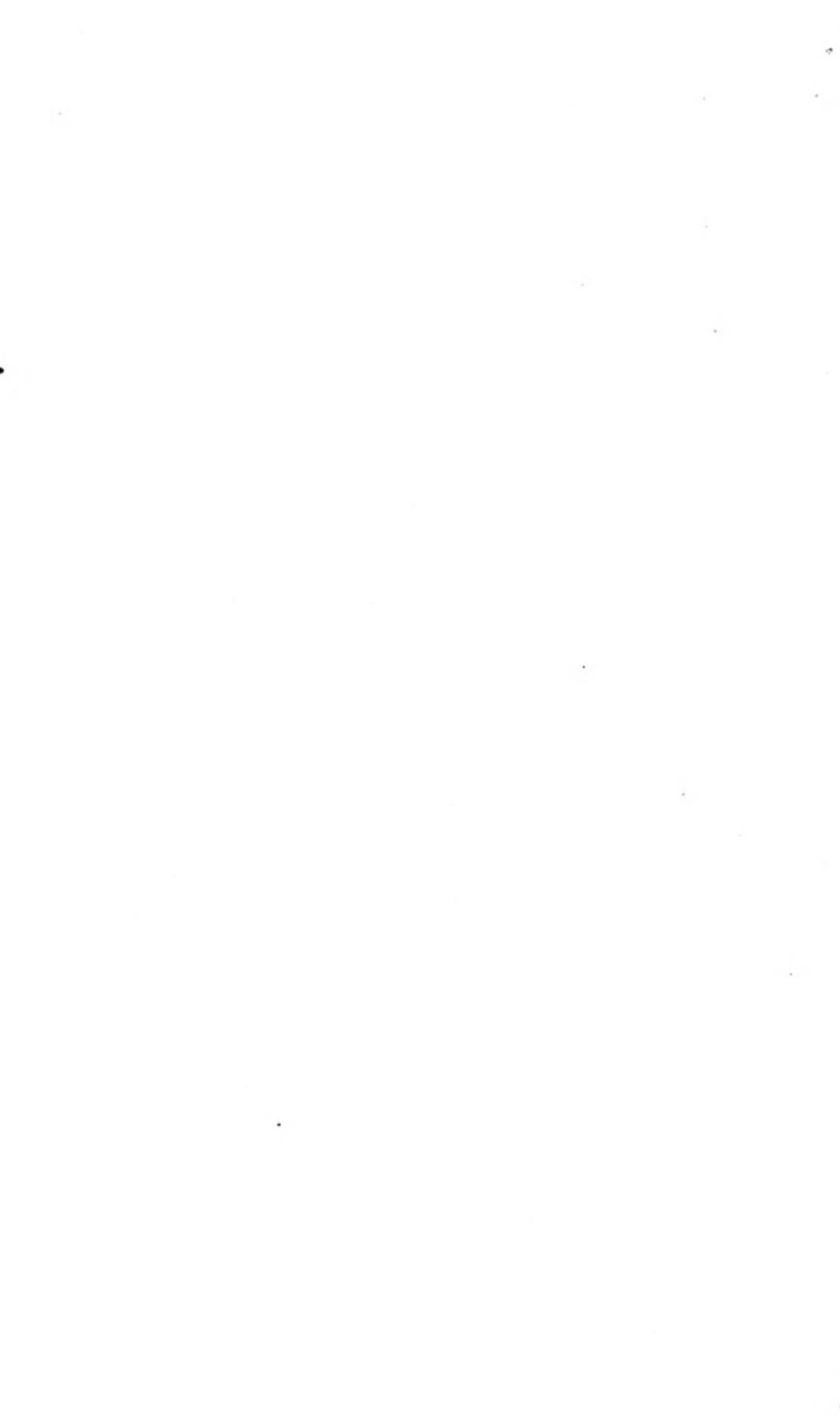
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